



County Hall
Cardiff
CF10 4UW
Tel: (029) 2087 2000

Neuadd y Sir
Caerdydd
CF10 4UW
Ffôn: (029) 2087 2000

AGENDA

| | |
|---------------------------------|--|
| Committee | PLANNING COMMITTEE |
| Date and Time of Meeting | WEDNESDAY, 14 DECEMBER 2016, 2.30 PM |
| Venue | COMMITTEE ROOM 4 - COUNTY HALL |
| Membership | Councillor Michael (Chair) Councillors Manzoor Ahmed, Ali Ahmed, Burfoot, Gordon, Hudson, Hunt, Robson and Lynda Thorne |

1 APOLOGIES

2 MINUTES

To approve as a correct record of the minutes of the meetings held on 9 November 2016 and 23 November 2016

3 DECLARATION OF INTEREST

To be made at the commencement of the agenda item in question, in accordance with the Members Code of Conduct

4 PETITIONS

Petitions have been received in relation to the following applications in accordance with Committee Meeting Procedural Rule 14.2. The petitioners have been advised of their right to speak and the applicants/agents of their right to reply:

Application no, 16/01209/MJR, Llanishen High School, Heol Hir, Llanishen

5 DEVELOPMENT CONTROL APPLICATIONS

The schedule of development control applications has been circulated separately

5a 16/00106/MJR, Goirte Fach Farm, Llatrisant Road

5b 16/01209/MJR, Llanishen High School, Heol Hir, Llanishen

- 5c 16/01739/MJR, 46-48 Park Place, Cathays
- 5d 16/01740/MJR, 46-48 Park Place, Cathays Park, Conservation Area Consent
- 5e 16/2038/MNR, 2 Westville Walk
- 5f 16/2039/MNR, 2 Westville Walk
- 5g 16/02289/DCH, 11 Henllys Road, Cyncoed
- 6 **HIGHWAYS LICENSING ENFORCEMENT FUNCTIONS**
- 7 **SECTION 53 APPLICATION, WILDLIFE AND COUNTRYSIDE ACT 1981: ELY RIVER PATHS**
- 8 **APPLICATIONS DECIDED BY DELEGATED POWERS**
- 9 **URGENT BUSINESS**
- Planning Committee, Deputy Chairperson
- 10 **DATE OF NEXT MEETING - January 2017**

Davina Fiore

Director Governance & Legal Services

Date: Thursday, 8 December 2016

Contact: Kate Rees, 029 2087 2427, k.rees@cardiff.gov.uk

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PLANNING COMMITTEE

9 NOVEMBER 2016

Present: County Councillor Michael(Chairperson)
 County Councillors Manzoor Ahmed, Ali Ahmed, Burfoot,
 Gordon, Hudson, Hunt, Robson and Lynda Thorne

97 : APOLOGIES

None

98 : MINUTES

The minutes of the 12 October 2016 were approved as a correct record.

99 : DECLARATION OF INTEREST

| COUNCILLOR | ITEM | REASON |
|------------|--------------|--------------------|
| Robson | 16/01592/MJR | Employer Commented |

100 : WEBCASTING

The meeting would be filmed and broadcast on the Council's website. The whole of the meeting would be filmed, except where there were confidential or exempt items and the footage would be on the website for 6 months. A copy would also be retained in accordance with the Council's data retention policy.

101 : PETITIONS

Petitions had been received in relation to the following applications in accordance with Committee Meeting Procedural Rule 14.2. The petitioners had been advised of their right to speak and the applicants/agents of their right to reply:

1. Application no 16/01592/MJR, Site of former flats at 11-20 Ty-To-Maen Close, Old St Mellons.

In relation to the above the Petitioner spoke and the Agent responded.

102 : DEVELOPMENT CONTROL APPLICATIONS

The Committee considered the schedule of development control applications submitted in accordance with the Town and Country Planning Act 1990:

RESOLVED: That pursuant to this Committee's delegated powers the following development control applications be determined in accordance with the recommendation as set out in reports of the Director of City Operations subject to any further amendments as detailed below and notification be given of the decision in accordance with Section 74 of the Planning (Listed Building & Conservation Area Act 1990).

APPLICATIONS GRANTED

16/00117/MNR – CANTON

12 CLIVE ROAD

Proposed demolition of existing building and construction of 9 self-contained apartments with on site parking.

APPLICATIONS GRANTED ON EXECUTION OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990:

16/00504/MJR – BUTETOWN

OLD IMPERIAL BUILDINGS, TRADE STREET

Demolition of Williams Court except no 1 & 3 which shall be retained and converted from B1 use (Offices) to A1/A2/A3 use. New build residential development consisting of no 102 1 & 2 bed flats with ground floor retail units fronting Trade Street and undercroft car parking for 45 vehicles.

16/00660/MJR – BUTETOWN

THE WHARF, MANAGERS FLAT AND BOATSHED, 121 SCHOONER WAY, ATLANTIC WHARF, CARDIFF BAY.

Mixed use residential development of 180 dwellings with A1 (retail) and A3 (food and drink) use to ground floor with associated works.

Subject to an amendment to Condition 12 to read:

'The rating level of the noise emitted from fixed plant and equipment on the site shall achieve background – 10db at the nearest noise sensitive premises when measured and corrected in accordance with BS 4142: 2014 (or any BS amending or superseding that standard).

Subject to an amendment to Condition 19 to read:

'No part of the development hereby permitted shall be commenced until a scheme of environmental improvements to the footway on Schooner Way adjacent to the site and the creation of the new residential access has been submitted to and approved in writing by the LPA. The scheme shall include, but not be limited to, provision of the new and improvement of the existing site accesses and the lifting/relaying/resurfacing of the remaining footway as may be required, including as required the renewal or re-setting of sunken damaged kerbs, channels and edging.

The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation of the site.

Subject to an additional Condition to read:

'No part of the development hereby permitted shall be occupied until details of how the available car park spaces will be allocated to incoming residents has been submitted to and agreed in writing with the LPA.

Subject to an amendment of Paragraph 9.2 to read:

'A financial contribution of £15,000 towards the investigation and installation of vehicle activated Concealed Entrance (or other as appropriate) traffic signage and associated traffic Orders/localised traffic calming as may be required.'

Subject to an additional Recommendation to read:

'The applicant is requested to provide future residents with a welcome pack upon their arrival, detailing sustainable transport options available in the area, to help promote sustainable transport. Leaflets and advice in connection with production of the packs are available from Transport.Policy@cardiff.gov.uk

16/01592/MJR – PONTPRENNAU/ OLD ST MELLONS

SITE OF FORMER FLATS AT 11-20 TY-TO-MAEN CLOSE

Development of 8 dwellings at Ty-To-Maen Close (6no open market sale and 2no affordable dwellings) associated landscaping, access and highways works.

Subject to an amendment to Condition 2 to state:

'(plan no. 2 (ii) altered to Site Layout Plan 3521_PA_003 Revision F and 2 (xxiii) added as Site Management Plan 3521_PA_004_ Revision A)

Conditions 19 and 27 also altered to reflect the change in the plan number ending in F and not D.

16/01800/MNR – PLASNEWYDD

144-146 CITY ROAD

Proposed demolition of existing workshop & erection of new build development to form commercial unit to ground floor & flats

16/01808/MJR – ADAMSDOWN

WEST WING, CARDIFF ROYAL INFIRMARY, NEWPORT ROAD LANE

Total demolition of the existing buildings and redevelopment for student accommodation (approx. 20,391M2) comprising studios, clusters and apartments, common amenity areas, external open space amenity areas, 2no A1/A2/A3 units and associated landscaping and highways works.

16/01839/MJR – ELY

84-86 SEVENOAKS ROAD
Construction of 6 X 1 and 4 X 2 bed apartments

16/02119/MNR – ADAMSDOWN

UNIT 5, CITY LINK, NEWPORT ROAD
Variation of Condition 6 (Size of retail unit floorspace and scope of goods to be sold)
of 16/00929/MNR)

APPLICATIONS REFUSED

16/00256/MJR – CATHAYS

LAND TO REAR OF 90 MINNY STREET
Proposed demolition of former laundry and replacement with student accommodation
and associated works.

REASON:

'The proposed development by reason of its location density, layout and scale represents an overdevelopment of the site, leading to an over intensification of activity and overbearing building forms which will have an unacceptable impact on the amenity of future occupiers and existing adjacent residential occupiers contrary to the requirements of Policy KP5 (i), KP5(x) and H6(ii) of the adopted Cardiff Local Development Plan 2006 – 2026.

APPLICATIONS DEFERRED

16/02038/MNR – PENYLAN

2 WESTVILLE ROAD
Demolition of bungalow and replacement with 2 storey house with new off-road parking.

REASON: In order for a site visit to take place.

16/02039/MNR – PENYLAN

2 WESTVILLE ROAD
Demolition of bungalow and replacement with 2 storey house with new off-road parking – Conservation Area Consent.

REASON: That the application be considered following the site visit and outcome of 16/0238/MNR

103 : APPLICATIONS DECIDED BY DELEGATED POWERS - OCTOBER 2016

104 : DATE OF NEXT MEETING

23 November 2016

The meeting terminated at Time Not Specified

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PLANNING COMMITTEE

23 NOVEMBER 2016

Present: County Councillor Michael(Chairperson)
County Councillors Manzoor Ahmed, Ali Ahmed, Gordon,
Hudson, Hunt, Robson, Lynda Thorne and Murphy

105 : APOLOGIES

Councillor Burfoot

106 : MINUTES

The Committee agreed to approve the minutes of the 26 October 2016.

107 : DECLARATION OF INTEREST

| COUNCILLOR | ITEM | REASON |
|------------|--------------|----------|
| Robson | 14/00364/DCO | Personal |

108 : PETITIONS

Application no 14/00364/DCO, O'Connor Utilities Ltd, Rhiwbina Hill

The petitioner was not present.

109 : DEVELOPMENT CONTROL APPLICATIONS

The Committee considered the schedule of development control applications submitted in accordance with the Town and Country Planning Act 1990:
RESOLVED: That pursuant to this Committee's delegated powers the following development control applications be determined in accordance with the recommendation as set out in reports of the Director of City Operations subject to any further amendments as detailed below and notification be given of the decision in accordance with Section 74 of the Planning (Listed Building & Conservation Area Act 1990).

APPLICATIONS GRANTED

14/00364/DCO – RHIWBINA

O'CONNOR UTILITIES LTS, RHIWBINA HILL

Regularisation of the use of the land as an operational/ administrative depot with small storage area, office cabins, erection of fence and security CCTV posts.

Subject to an amendment to Condition 6 to read:

'The application site shall be used as a depot for the carrying out of work comprising the repair, maintenance and replacement of Welsh Water/Dwr Cymru waste water and clean assets and/or in accordance with development permitted under Part 16 (Development by or on behalf of Sewerage Undertakers) and Part 17,(Development by Statutory Undertakers) Class E (Water or Hydraulic Power Undertakings) of the Town and Country Planning (General Permitted Development) Order, 1995 (or any Order amending, revoking or re-enacting that Order)

APPLICATIONS GRANTED ON EXECUTION OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990:

16/01749/MJR – BUTETOWN

PLOT 1, J AND L WESTERN COURTYARD, CAPITAL QUARTER, TYNDALL STREET, ATLANTIC WHARF

Hybrid application comprising of full detailed application for the proposed mixed-use commercial office building at number 4 Capital Quarter and outline application for remaining parts of Western Courtyard at Plot J and L for residential and associated public realm and landscaping

16/01833/MJR – PLASNEWYDD

POETS CORNER, 56 CITY ROAD

The demolition of the Plumb Centre (Class A1) and the erection of a 11 storey building comprising of ground floor commercial units (classes A1/A2/A3) (243 SQM); and 124 students beds (sui generis) (creating 4 X 4 bed clusters; 5 X 5 clusters; 13 X 6 bed clusters and 5X studios) (total floor area 4642.6 SQM) together with 64 cycle parking spaces (enclosed within the ground floor) and refuse areas (also enclosed within the building)

APPLICATION DEFERRED

16/01739/MJR – CATHAYS

46-48 PARK PLACE, CATHAYS PARK

Proposed redevelopment of No's 46 to 48 Park Place for the construction of Cardiff University's Centre for Student Life

REASON: In order for a site visit to take place.

16/01740/MJR – CATHAYS

46-48 PARK PLACE, CATHAYS PARK

Proposed redevelopment of No's 46 to 48 Park Place for the construction of Cardiff University's Centre for Student Life.

(Conservation Area Consent)

REASON: Awaiting outcome of 16/0139/MJR

110 : DATE OF NEXT MEETING- 14 DECEMBER 2016

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LOCAL MEMBER OBJECTION

COMMITTEE DATE: 14/12/2016

APPLICATION No. **16/00106/MJR** APPLICATION DATE: 03/02/2016ED: **CREIGAU/ST FAGANS**

APP: TYPE: Outline Planning Permission

APPLICANT: BDW South Wales

LOCATION: GOITRE FACH FARM, LLANTRISANT ROAD, ST FAGANS, CARDIFF, CF5 6JD

PROPOSAL: OUTLINE PLANNING APPLICATION (ALL MATTERS RESERVED APART FROM STRATEGIC VEHICULAR, CYCLE AND PEDESTRIAN ACCESS INTO THE SITE) FOR THE DEMOLITION OF EXISTING BUILDINGS AND RESIDENTIAL DEVELOPMENT OF UP TO 300 DWELLINGS ON SITE TO INCLUDE OPEN SPACE (INCLUDING CHILDREN'S PLAY SPACE), LANDSCAPING. SUSTAINABLE URBAN DRAINAGE, VEHICULAR ACCESS, PEDESTRIAN AND CYCLE ACCESSES AND RELATED INFRASTRUCTURE AND ENGINEERING WORKS

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding legal agreement with the Council under the provisions of **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this Resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in Section 9 of this report, and having taken the Environmental Information in to consideration, planning permission be **GRANTED** subject to the following conditions:

RESERVED MATTERS AND TIME LIMIT

1.
 - A. Prior to the commencement of development on any Reserved Matters site, details of the layout, scale and appearance of the buildings, access (except for the DETAILED HIGHWAY IMPROVEMENT WORKS that are the subject of condition 12) and landscaping (hereinafter called "the reserved matters") for that Reserved Matters site shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out as approved.
 - B. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.
 - C. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of the last of the reserved matters to be approved, whichever is the later.

Reasons: A. In accordance with the provisions of Article (3)1 of the Town and Country Planning (Development Management Procedure) (Wales)

Order 2012. B and C. In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

APPLICATION PLANS AND DOCUMENTS

2. This consent relates to the following plans and documents attached to and forming part of this planning application:

Plans:

- (a) Site Location Plan (drawing no JPW0465-005 Rev B)
- (b) Demolition Plan (drawing no JPW0465-006 Rev B)
- (c) Illustrative Masterplan (drawing no 502 Rev R)
- (d) Land Use and Building Heights Parameter Plan (drawing no 504 Rev J)
- (e) Green Infrastructure and Movement Parameter Plan (drawing no 505 Rev K)
- (f) Proposed Residential Development Main Access Design Signal Junction (drawing no 15-00408 GA02 Rev B)
- (g) Green Infrastructure Plan (drawing no 15022.103 Rev A)

Documents

- (h) Application Form (as revised and signed 15/07/16)
- (i) RPS Covering Letter dated 20/01/16
- (j) RPS Covering Letter dated 15/07/16
- (k) Land at Goitre Fach Farm Parameter Plan Explanatory Text
- (l) Planning Statement (January 2016)
- (m) Planning Statement Addendum (July 20106)
- (n) Revised Design and Access Statement
- (o) Aboricultural Survey (April 2015)
- (p) Utilities Statement (December 2015)
- (q) Site Waste Management Plan (December 2015)
- (r) Operational Waste Appraisal (January 2015)
- (s) Energy Statement
- (t) Environmental Statement and Non-Technical Summary (January 2016)
- (u) Environmental Statement Addendum and Non-Technical Summary Addendum (July 2016)

Reason: For the avoidance of doubt.

RESERVED MATTERS PLANS

3. Subject to the provisions of condition 29 (DWELLING LIMIT), condition 30 (MAIN STREET CROSS SECTION) and condition 31 (ECO TONE AND NORTH SOUTH GREEN CORRIDOR), condition 32(WATER MAIN EASEMENT) and condition 33 (KICK ABOUT AREA) and with the exception of the pumping station and position of the roads and associated block structure and privacy distances proposed, details in relation to the reserved matters submitted to the Local Planning Authority shall accord with the following approved plans and document:

- (a) Site Location Plan (drawing no JPW0465-005 Rev B)
- (b) Demolition Plan (drawing no JPW0465-006 Rev B)

- (c) Land Use and Building Heights Parameter Plan (drawing no 504 Rev J)
- (d) Green Infrastructure and Movement Parameter Plan (drawing no 505 Rev K)
- (e) Proposed Residential Development Main Access Design Signal Junction (drawing no 15-00408 GA02 Rev B)
- (f) Land at Goitre Fach Farm Parameter Plan Explanatory Text
- (g) Built Form Design Principles set out on p. 18 of the Revised Design and Access Statement
- (h) The street hierarchy and sections set out on pp. 29, 40 – 43 of the Revised Design and Access Statement

and shall be in broad accordance with the following approved plans and document:

- (i) Illustrative Masterplan (drawing no 502 Rev R)
- (j) Green Infrastructure Plan (drawing no 15022.103 Rev A)
- (k) Revised Design and Access Statement.

Reason: To retain control of the development and given the information has been used to assess the development.

SECTION 2: CONDITIONS REQUIRING DETAILS TO BE SUBMITTED AS PART OF THE DISCHARGE OF CONDITION 1

ACCESS WITHIN THE SITE AND TO THE REMAINDER OF SITE C

4. Details in relation to the reserved matter ACCESS submitted to the Local Planning Authority in compliance with condition 1 shall include:
 - a) Details showing the position and form of construction of all roads, verges, cycle paths, footpaths and shared surfaces, street lighting and the method of disposal of all surface water drainage there from
 - b) Details of 'safe zones' within shared spaces to protect vulnerable users;
 - c) For any Reserved Matters site that adjoins the boundary of the remainder of Strategic Site C at the point of the proposed 'vehicular link to Plas Dwr' shown on the Green Infrastructure and Movement Parameter Plan (drawing no 505 Rev K) - details of pedestrian, cycle and vehicular access up to the boundary of the application site to serve development beyond the boundary within Strategic Site C and a strategy for their provision. The details shall include cross sections of the highway where it intersects with green corridors, buffers or ecotones and shall also show green infrastructure and lighting proposals.

The development shall be carried out in accordance with the approved details and phasing details required to be submitted and approved under condition 11 (PHASING). Reason: To make provision for satisfactory access and to ensure effective pedestrian, cycle and vehicular links to the wider strategic site.

CAR PARKING

5. Details in relation to the reserved matter LAYOUT submitted to the Local Planning Authority for any Reserved Matters site in compliance with

condition 1 shall include details for the parking of vehicles. No dwelling shall be occupied until the approved parking serving it has been provided and the approved parking shall be retained thereafter and shall not be used for any purpose other than the parking of vehicles. Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic circulating within and passing the site.

CYCLE PARKING

6. Details in relation to the reserved matter LAYOUT submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include details for the provision of secure cycle parking for each residential unit except for dwellings with garages where additional cycle parking will not be required. No dwelling shall be occupied until the approved cycle parking serving it has been provided and the cycle parking shall be retained in perpetuity and shall not be used for any other purpose. Reason: To ensure that adequate provision is made for the secure parking of cycles.

REFUSE

7. Details in relation to the reserved matter LAYOUT submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include the following:
 - a. Details of facilities for the storage of refuse containers for each house and flat, and collection points for refuse collection vehicles
 - b. Vehicle tracking plan(s) which shall demonstrate via swept path analysis that the Council's largest refuse collection vehicle is able to reach within 25m of all dwellings, and enter and exit all roads (including shared surfaces) in a forward gear and that the turning heads are of sufficient size. Where private drives are identified and access for the Council's refuse collection is not suitable, details of collection arrangements must be submitted to and agreed by the Local Planning Authority in writing.

No dwelling shall be occupied until the approved refuse facilities and arrangements serving it have been provided. The approved refuse facilities shall be thereafter retained for future use.

Reason: To secure an orderly form of development, to protect the amenities of the area and because refuse collection vehicles are not permitted to reverse down any roads and must be able to reach within 25m of all dwellings in order for crews to empty bins.

FLOOR AND GROUND LEVELS

8. Details in relation to the reserved matters submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include:
 - (i) details and a plan(s) showing proposed finished floor levels of each dwelling, and existing and proposed ground levels in relation to a fixed datum;
 - (ii) cross section drawings showing the existing and proposed ground levels in relation to a fixed datum for the application site

and the existing ground levels of adjoining land where permission to enter the adjoining land is provided by the landowner of the adjoining land or their Agent;

- (iii) a plan showing proposed gradients of all streets, cycleways and footpaths and shared surfaces in full compliance with DfT Inclusive Mobility Guide and Manual for Streets 1 & 2, except where it can be demonstrated that there is a suitable, alternative route available.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that adequate details of levels are provided to enable assessment of the relative heights of ground and buildings in relation to the landscape, the proposed development and existing structures and access requirements.

LANDSCAPING RESERVED MATTERS

9. Details in relation to the reserved matter LANDSCAPING submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include the following details:

- (a) Hard landscape works – which shall include proposed finished levels of the site in relation to the existing ground level and proposed floor levels of any dwelling in relation to the existing ground level; means of enclosure and retaining structures; vehicle, cycle and pedestrian access and circulation areas; hard surfacing materials; external lighting including street lights; minor artefacts and structures including litter bins, furniture, play equipment and signs; proposed and existing functional services above and below ground (eg. drainage, power, communications cables, fuel pipelines) and an implementation programme
- (b) A landscaping scheme which shall include proposed finished levels and contours, scaled planting plans/ written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/ densities where appropriate; top soil and subsoil specifications, tree pit sections and plan views showing root available soil volume, planting and aftercare methodology, proposals for remediation work in the event that any element of the landscaping fails and an implementation programme

The development shall be carried out in accordance with the approved details.

Reason: To protect the Green Infrastructure resource, to maintain and improve the appearance of the area in the interests of visual amenity and to help reduce crime and disorder.

PROMOTION OF BIODIVERSITY THROUGH DESIGN

10. Details in relation to the reserved matters submitted for any Reserved Matters site in compliance with condition 1 shall include:

- (i) Details of fences or other forms of enclosure which shall include opportunities to allow the free passage of hedgehogs and other

wildlife. Any walls and or/ fences or other forms of enclosure shall be erected in accordance with the approved details and any subsequent amendments as shall be approved in writing by the Local Planning Authority. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), those walls and/or fences or other means of enclosure shall not thereafter be altered or removed without the prior written approval of the Local Planning Authority.

- (i) Proposals to include new bird and bat roosting opportunities in accordance with the Town and Country Planning Association's 'Biodiversity Positive: Eco-towns Biodiversity Worksheet 2009' and the Bat Conservation Trust's 'Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build 2010'.

The development shall be carried out in accordance with the approved details.

Reason: To promote biodiversity of the site through design.

SECTION 3: CONDITIONS TO BE DISCHARGED

PHASING

- 11. No reserved matter application shall be approved by the Local Planning Authority and no development shall take place until a phasing schedule for the whole site has been submitted to and approved in writing by the Local Planning Authority. The phasing schedule shall include details of the phasing of the following:
 - (a) demolition of the existing buildings and structures identified on the Demolition Plan (drawing no JPW0465-006 Rev B)
 - (b) the residential units
 - (c) the detailed highway improvement works that are the subject of condition 12 and the landscape scheme for those works that are the subject of condition 21
 - (d) all roads, footpaths, cycle paths and shared surfaces within the site, including the vehicular link up to the site boundary with the wider strategic site at the point shown on the Green Infrastructure and Movement Parameter Plan (drawing no 505Rev K) and pedestrian links up to the site boundary with the wider strategy site to allow access to Coed y Trenches wood
 - (e) Foul and surface water drainage infrastructure
 - (f) Open space and other publicly accessible areas
 - (g) Section 106 triggers

The development shall be carried out in accordance with the approved phasing plan or in accordance with any modification to that phasing plan as may be agreed with the prior written approval of the Local Planning Authority.

Reason: To ensure there is a clear framework for both the progression of the development and for the submission of reserved matters applications so that the development is carried out in a comprehensive, sustainable and coherent manner.

DETAILED HIGHWAY IMPROVEMENT WORKS

12. Subject to the provisions of condition 37 (PROVISION OF ROAD BEFORE OCCUPATION OF DWELLINGS) and notwithstanding the submission of drawing no 15-00408-GA02RevB 'Proposed Residential Development main Access Design Signal Junction', no reserved matters application shall be approved by the Local Planning Authority and no development shall take place until full engineering details of the highway improvement works at the site entrance and along the site frontage have been submitted to and approved in writing by the Local Planning Authority. These works shall include details of the:
- (a) Construction of a new traffic signal controlled junction at the Llantrisant Road / Site Access junction with pedestrian / cycle 'Toucan' crossing facilities on the site access arm and pedestrian 'Puffin' crossing facilities (including infrastructure for upgrading to 'Toucan' in the future) as shown on drawing no. 15-00408-GA02 RevB. These works shall also include the public transport, pedestrian and cycle facilities along Llantrisant Rd, the realignment of the segregated cycle way on Llantrisant Road where it diverts around the existing tree and reconfiguration of the service bay on the access road, together with all associated carriageway, foot/cycleway, street lighting, drainage, Telematics, lining and signage works and associated ducting
 - (b) Construction of a new raised crossing facility on Llantrisant Road (west side) adjacent to the existing Public Right of Way as shown on drawing no. 15-00408-GA02 RevB, to include infrastructure in order that the crossing can be upgraded in the future to a 'Zebra Crossing Facility', including all associated carriageway, foot/cycleway, street lighting, drainage, lining and signage works, including the provision of associated ducting, unless otherwise agreed in writing by the Local Planning Authority.

These works shall be implemented in accordance with the approved details and the phasing plan required to be submitted and approved under condition 11 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site, and the provision of foot/cycle ways and public transport improvements.

PUBLIC ART

13. No reserved matters application shall be approved by the Local Planning Authority until a strategy and timetable for the provision of public art on the whole site has been submitted to and approved in writing by the Local Planning Authority. The approved public art strategy shall be implemented and maintained in accordance with the approved details. Reason: In the interests of creating a quality and legible built environment.

TREES

14. No reserved matters application shall be approved by the Local Planning Authority and no development or site clearance on that Reserved Matters site shall take place until there has been submitted to and

approved in writing by the Local Planning Authority a tree assessment in accordance with BS 5837:2012 for that Reserved Matters site. The tree assessment shall include:

- (a) an Arboricultural Impact Assessment (AIA);
- (b) a plan showing the hedgerows and trees to be retained, removed, relocated and planted;
- (c) an Arboricultural Method Statement (AMS) setting out the methodology that shall be used to prevent loss of or damage to retained trees. The AMS shall include details of on-site monitoring of tree protection and tree condition that shall be carried out for at least two years after its completion; and
- (d) a Tree Protection Plan (TPP) in the form of a scale drawing showing the finalised layout and the tree and landscaping protection methods detailed in the AMS that can be shown graphically.

The development shall be carried out in full conformity with the approved AIA, AMS and TPP unless modifications to the approved AIA, AMS and TPP are agreed in writing by the Local Planning Authority.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to protect the arboricultural and ecological resource.

SOILS

15. No reserved matters application shall be approved by the Local Planning Authority and no development or site clearance on that Reserved Matters site shall take place until there has been submitted to and approved in writing by the Local Planning Authority a Soil Resource Survey (SRS) and Soil Resource Plan (SRP) for that Reserved Matters site that shall accord with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (DEFRA 2009). The development shall be carried out in full conformity with the approved SRP unless modifications to the SRP are agreed in writing by the Local Planning Authority.

Reason: To ensure the successful delivery of green infrastructure proposals.

GREEN INFRASTRUCTURE MANAGEMENT STRATEGY

16. No reserved matters application shall be approved by the Local Planning Authority and no development and site clearance shall take place except for demolition until a Green Infrastructure Management Strategy (GIMS) for the delivery, establishment and ongoing management, maintenance and monitoring of green infrastructure for the whole site, for both the establishment phase and long term, has been submitted to and approved in writing by the Local Planning Authority. The GIMS shall accord with the Green Infrastructure and Movement Parameter Plan (drawing no 505 Rev K) and mitigation measures set out in the Environmental Statement and its addendum and shall broadly accord with the Green Infrastructure Plan (drawing no 15022.103 Rev A) and the Revised DAS. The GIMS shall include the following details:

- a) Proposals for the protection, creation, enhancement and

management and maintenance of habitats, including woodlands, hedgerows and trees, grasslands, water features and SuDs, highway trees/verges, and other habitat providing foraging, community and breeding opportunities and phasing of that provision, including a description of the habitats, their desired condition, key indicators to show when the desired condition has been achieved and management operations

- b) As part of a) details shall include: a plan and proposals for the retention, creation and enhancement of between 3ha and 5ha of species-rich grassland in a combination of on and off site areas, proposals for on-site mitigation for reptiles, and proposals to allow wildflowers to develop in green spaces. The off-site areas for grassland mitigation shall be identified by the Council's Sport, Leisure and Culture Service Area
- c) Mitigation and enhancement measures to be delivered for European and other protected species affected by the development. Measures shall include, but shall not be limited to, a contingency for the event that the reptile population exceeds that anticipated, precautionary measures to avoid harm to previously undetected dormice and badgers, and proposals to provide new bird and bat roosting sites
- d) Appropriate scheduling and timing of management and maintenance operations
- e) Proposals for habitat and species monitoring, and updating of the GIMS
- f) A report of an updated badger survey and any necessary mitigation required where badger setts are found on site, and the survey shall be conducted in accordance with a timetable which shall be agreed in writing by the LPA
- g) Treatment for the eradication of any unsuspected invasive species found at the site
- h) A lighting scheme and implementation plan to control light spillage to wildlife corridors and habitats. The scheme shall include, but not be limited to, details of the siting and type of lighting to be used, measures to control light spillage, drawings setting out light spillage in key areas for wildlife, measures to monitor lux levels and remedial action to be undertaken where problems are identified. The scheme shall include cross sections of roads, footpaths and cyclepaths and adjacent properties where they intersect with any identified sensitive receptors and those cross sections shall also show green infrastructure and lighting proposals
- i) Approach to safety of any SuDs features for the general public.
- j) A plan showing areas for adoption by the Council, any statutory undertaker and areas to be maintained by a private management company
- k) Implementation programme.

The approved GIMS, and any subsequent amendments as shall be agreed in writing by the Local Planning Authority, shall be implemented in accordance with the approved details and programme for

implementation. Should monitoring and/or surveys indicate a failure of the mitigation measures or a decline in population or distribution, remedial measures shall be agreed in writing with the Local Planning Authority and shall be implemented as agreed.

Reason: To protect and enhance the Green Infrastructure resource of the site and to protect European Protected Species.

ARCHAEOLOGY AND HISTORIC ENVIRONMENT

17. No reserved matters application shall be approved by the Local Planning Authority and no development shall take place prior to the implementation of a programme of archaeological work and historic building recording for the whole site in accordance with a written scheme of investigation and an implementation timetable which shall be first submitted to and approved in writing by the Local Planning Authority. The programme of work shall be carried out in accordance with the requirements and standards of the written scheme of investigation and implementation timetable.

Reason: To identify and record the remains of Goitre Fach Farm and any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the historic and archaeological resource.

FOUL WATER DRAINAGE SCHEME

18. No reserved matters application shall be approved by the Local Planning Authority and no development shall commence, except for demolition, until a scheme for the disposal of foul water for the whole site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall demonstrate that foul flows from the development hereby approved shall communicate with the public sewer in Clos Parc Radyr at manhole reference ST13791904 unless otherwise agreed with Dwr Cymru Welsh Water. The scheme shall be implemented in accordance with the approved details prior to the occupation of any dwelling and shall be retained for the lifetime of the development.

Reason: To prevent hydraulic overloading of the public sewerage system, protect the health and safety of existing residents, ensure no pollution of or detriment to the environment and to ensure the site can be effectively drained.

SURFACE WATER DRAINAGE SCHEME

19. No reserved matters application shall be approved by the Local Planning Authority and no development shall commence, except for demolition, until a scheme for the disposal of surface water for the whole site has been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall:

- i) incorporate sustainable drainage principles and comply with the requirements of Section 8.3 of TAN 15
- ii) provide information about the design storm return, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution to the receiving infrastructure;

- iii) assess the performance of the proposed surface water drainage system in relation to the impact of a 1 in 100 year return period storm and climate change allowance of +30%;
- iv) demonstrate that surface water runoff from any impermeable surfaces within the proposed development shall be attenuated to greenfield rates
- v) demonstrate that the groundwater level will not encroach within 1m of the underside of any infiltration drainage structures proposed as part of the scheme;
- vi) include details of locations and depths of flooding from the proposed surface water system, along with their exceedance flow routes and proposed method of on-site management
- vii) include cross sections and proposed ground levels in relation to a fixed datum of any areas of controlled flooding proposed as part of the scheme
- viii) include a timetable for its implementation
- ix) provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public body, statutory undertaker or private management company and any other arrangements to secure the operation of the drainage system throughout its lifetime, details of maintenance responsibility and a detailed maintenance schedule.

Before these details are submitted, an assessment of the site potential for supporting infiltration methods of drainage shall be undertaken in accordance with BRE365 methodology including an assessment of the hydrological and hydrogeological context of the development, an updated Hydrological Impact Assessment and an assessment of the existing greenfield run off rates. The assessments shall be carried out in accordance with a written scheme of investigation which shall be first submitted to and approved in writing by the LPA and the results of the assessments shall be submitted to and approved in writing by the LPA. No dwelling shall be occupied until the surface water drainage scheme has been implemented in accordance with the approved details, and the scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that drainage from the development does not cause or exacerbate any adverse condition on the development site, adjoining properties, environment and infrastructure with regard to flood risk.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

20. Prior to the commencement of any site clearance, construction works or development (except for demolition), a Construction Environmental and Management Plan (CEMP) for the whole site shall be first submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with the approved parameter plans and shall be in broad accordance with the Green Infrastructure Plan (drawing no 15022.103 Rev A) and the mitigation measures set out in the Environmental Statement and Environmental Statement Addendum. The CEMP shall include:

- i) an implementation programme

- ii) a Construction Traffic Management Plan, which shall include the following details: identification of the routes that HGV construction vehicles would take and which shall avoid use of St Fagans Level Crossing and comply with Heol Isaf weight restrictions and identification of measures to regulate the routing of HGV construction traffic; times within which traffic can enter and leave the site; times of deliveries, loading and unloading of plant and materials; access to the site for construction traffic; provision and a timetable for delivery of measures to ensure safe and convenient pedestrian, cycle and vehicular access through those areas not under construction or where construction is complete; wheel washing facilities; and parking of vehicles for contractors, site operatives and visitors and loading and unloading of plant and materials
- iii) details of the storage of plant and materials (including any oils, fuels and chemicals), construction compounds, any temporary facilities for construction / sales staff
- iv) details of site hoardings (including the erection, maintenance, security and any decorative displays) and means of enclosure to prevent unauthorized access during construction
- v) a Dust Management Plan and measures to control the emission of dust and dirt from construction and minimise sediment loading
- vi) Measures to control cementitious materials
- vii) a Site Waste Management Plan for the recycling and/ or disposal of all waste resulting from construction works
- viii) a Construction Drainage Scheme indicating how surface water and land drainage run off will be dealt with to prevent contamination, nuisance, subsidence or flooding to land, buildings, watercourses or highways within the Reserved Matters site, land that is the subject of condition 12 (DETAILED HIGHWAY IMPROVEMENT WORKS) and adjacent land, watercourses and highways during the construction period. The scope of drainage scheme shall include, but not be limited to, the points A – F in NRW's letter of 01/03/2016
- ix) a Green Infrastructure Construction Protection Strategy (GICPS) detailing measures for the protection of the ecological (habitats & protected species), aboricultural, landscape, soil, open space and SuDs resource during clearance and construction, including those existing elements proposed for retention and translocation, and those proposed to be created or enhanced as part of the application. The GICPS shall comply with the approved Aboricultural Impact Assessment, Aboricultural Method Statement and Tree Protection Plan and the approved Soil Resource Survey and Soil Resource Plan for that site/ land and shall include but shall not be limited to:
 - an assessment of the impacts
 - a plan showing green infrastructure to be lost, retained, enhanced, translocated and newly created and its phasing
 - a plan showing protection zones for the ecological (habitats & protected species), aboricultural, landscape, soil, open space

and SUDS resource for the construction phase, which shall include but not be limited to a 10m wide buffer zone alongside all watercourses within and bordering the site and precautionary measures to avoid harm to previously undetected dormice and badgers

- pre-construction checks
 - details of site clearance and construction methods and measures to be taken to minimize the impact of any works
 - phasing / timing of works
 - a lighting scheme, including measures to reduce light spillage from construction onto key habitats and corridors.
- x) List of on-site contacts and their responsibilities and arrangements for ecological site inductions for contractors working on site.

The details so approved and any subsequent amendments as shall be agreed in writing by the Local Planning Authority shall be complied within in full throughout the construction period.

Reason: To manage the impacts of construction on that Reserved Matters site in the interests of highway safety, and protection of the environment and public amenity.

LANDSCAPE SCHEME FOR DETAILED HIGHWAY IMPROVEMENT WORKS

21. No development of the access and highway works that are the subject of condition 12 (DETAILED HIGHWAY IMPROVEMENT WORKS) shall take place nor any associated removal of trees and hedgerows, until there has been submitted to and approved in writing by the Local Planning Authority a landscaping scheme for those works. The scheme shall include:

- (i) a tree assessment for that part of the site in accordance with BS 5837:2012 comprising an Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan
- (ii) a Soil Resource Survey (SRS) and Soil Resource Plan (SRP) for that part of the site that shall accord with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (DEFRA 2009)
- (iii) details of proposed finished levels of the site in relation to the existing ground level, earthworks, hard surfacing materials, lighting, proposed and existing services above and below ground level, scaled planting plans (including schedules of plant species, sizes, numbers or densities, and in the case of trees, planting, staking, mulching, protection, soil protection and after care methods), topsoil and sub soil specification, tree pit sectional and plan views, planting and aftercare methodology.

The landscaping scheme shall demonstrate how planting shall be accommodated to avoid conflict with services. The scheme shall be implemented in accordance with the approved details.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity.

IDENTIFICATION OF UNSUSPECTED CONTAMINATION

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

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.

IMPORTED SOIL

23. Any topsoil (natural or manufactured), or subsoil, to be imported on to the site or part thereof 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, verification sampling of the material received at the development site is required to verify that the imported soil is free from contamination which shall be undertaken in accordance with a scheme which shall be first agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced.

IMPORTED AGGREGATES

24. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported onto the site or part thereof 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, verification sampling of the material received at the development site is required to verify that the imported aggregate is free from contamination which shall be undertaken in accordance with a scheme agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced.

ROAD TRAFFIC NOISE

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

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

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

RESIDENTIAL TRAVEL PLAN

26. No part of the development hereby permitted shall be occupied until the submitted Travel Plan (15-00408/TP/01 June 2016) has been progressed, submitted to and approved in writing by the Local Planning Authority. The Residential Travel Plan shall set out proposals and targets to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The Residential Travel Plan shall be implemented in accordance with the timetable which shall be set out in the plan or in accordance with a revised timetable which shall be agreed in writing by the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Residential Travel Plan shall be submitted annually for a period of 5 years to the Local Planning Authority for approval in writing, commencing from the first anniversary of beneficial occupation of the first phase of development.

Reason: To encourage sustainable transport and effect modal shift to

non-car modes.

ENERGY STRATEGY

27. No development shall take place (except for the highway improvement works that are subject of condition 12) until an energy strategy for the application site has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include an assessment of the financial viability and technical feasibility of incorporating renewable and low carbon technologies and an implementation programme. The scheme shall be implemented as approved.
Reason: To promote sustainable development.

DEMOLITION MANAGEMENT PLAN

28. No demolition shall take place until a Demolition Management Plan (DMP) has been submitted to and approved in writing by the Local Planning Authority. The DMP shall include:
- a) a Construction Traffic Management Plan, which shall include: identification of the routes that HGV vehicles would take; access to the site for HGV traffic; wheel washing facilities; parking of vehicles for contractors, site operatives and visitors and loading and unloading of plant and materials;
 - b) details of the storage of plant and materials and any temporary facilities for construction staff;
 - c) details of site hoardings and means of enclosure to prevent unauthorized access during demolition;
 - d) a Dust Management Plan and measures to control the emission of dust and dirt from demolition;
 - e) a Site Waste Management Plan for the recycling and/or disposal of all waste resulting from demolition;
 - f) a Green Infrastructure Demolition Protection Strategy (GIDPS) detailing measures for the protection of the ecological (habitats & protected species), arboricultural, landscape, soil, open space and SuDs resource during demolition, including those elements proposed for retention and translocation and those proposed to be created or enhanced as part of the application. The GIDPS shall include an:
 - assessment of the impacts on the above resource
 - a plan showing protection zones for the ecological (habitats & protected species), arboricultural, landscape, soil, open space and SuDs resource during demolition
 - details of pre-works checks to be undertaken for protected species and what contractors should do if protected species are found during the course of works
 - details of demolition methods
 - g) List of on-site contacts and their responsibilities and arrangement for ecological site inductions for contractors working on site
 - h) An implementation programme.
- The DMP shall be implemented as approved throughout the demolition period.
Reason: To manage the impacts of demolition in the interests of

highway safety and protection of the environment and public amenity.

SECTION 4: COMPLIANCE CONDITIONS

DWELLING LIMIT

29. No more than 300 dwellings shall be erected on the application site.
Reason: For the avoidance of doubt as to the quantum and density of development hereby approved.

MAIN STREET CROSS SECTION

30. Notwithstanding condition 3 (RESERVED MATTERS PLANS AND DOCUMENTS), the cross section for the street that extends from the main site access from Llantrisant Rd linking through to the adjacent site shall include provision of 2 no 2m wide footways, a min 3m wide segregated cycleway and a min 6.3m wide carriageway except for sections designed as shared surfaces.
Reason: To promote sustainable travel and provide structure and legibility.

ECO TONE AND NORTH SOUTH GREEN CORRIDOR

31. Notwithstanding condition 3 (RESERVED MATTERS PLANS AND DOCUMENTS), the 15m ecotone shall extend along the length shown on the Green Infrastructure Plan (drawing no 15022.103RevA) and the north south green corridor shall be 15- 20m wide.
Reason: To protect the ecological resource of the site.

WATER MAIN EASEMENT

32. Notwithstanding condition 3 (RESERVED MATTERS PLANS AND DOCUMENTS), no development other than the construction of roads and open space shall be carried out within 6m either side of the centerline of the 24 inch distribution watermain that crosses the site, unless otherwise agreed in writing by the Local Planning Authority.
Reason: To protect the watermain.

KICK ABOUT AREA

33. Notwithstanding condition 3 (RESERVED MATTERS PLANS AND DOCUMENTS), at least 1 area of relatively level open space of at least 45m x 30m shall be provided in the location shown on the Illustrative Masterplan for use as active recreation public open space, including use as a kick about area.
Reason: To ensure an acceptable provision of on-site open space.

LANDSCAPE IMPLEMENTATION

34. In relation to any landscaping scheme approved under condition 21 (LANDSCAPE SCHEME FOR DETAILED HIGHWAY IMPROVEMENT WORKS) and Condition 1 above, any trees, plants or hedgerows which within a period of five years from the date of first planting die, are removed, become seriously damaged or diseased, or become (in the opinion of the Local Planning Authority) otherwise defective, shall be replaced in the current planting season or the first two months of the next

planting season, whichever is the sooner.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity.

NESTING BIRDS

35. No removal of hedgerows, trees, scrub or shrubs shall take place between 1st March and 31st August inclusive unless otherwise approved in writing by the Local Planning Authority. Reason: To avoid disturbance to nesting birds which are protected under the Wildlife and Countryside Act 1981: Part 1 1(1)(b), it is an offence to intentionally take, damage or destroy the nest of any wild bird while that nest is in use or being built.

COED Y TRENCHES SITE OF IMPORTANCE FOR NATURE CONSERVATION

36. No materials, waste, arisings or plant shall be stored or operated within the Coed y Trenches SINC, or be allowed to fall, be washed or blown into it.

Reason: To protect the features of interest for nature conservation for which the SINC has been designated.

PROVISION OF ROAD BEFORE OCCUPATION OF DWELLINGS

37. No dwelling shall be occupied until that part of the road and footpath which provides access to it from the existing highway and all surface water drainage works for the said road have been laid out, constructed and completed up to base course level and lit in accordance with the approved plans. The roads and footpaths shall be constructed to surface level prior to the occupation of the last dwelling served by that road, unless otherwise otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure an orderly form of development and to make provision for satisfactory access to the dwelling by the future occupants.

SECTION 5: INFORMATIVES

RECOMMENDATION 2: R1 CONSTRUCTION SITE NOISE

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

RECOMMENDATION 3: R2 RADON GAS PROTECTION

This development falls within a radon affected area and may require basic radon protective measures, as recommended for the purposes of the Building Regulations 2010.

RECOMMENDATION 4: R4 CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

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 the following rests with the developer:

- (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.

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 5: That the developer's attention be brought to GGAT's advice of 19/07/16 in respect of the scope of the work to be included in the written scheme of investigation for a programme of archaeological work. Additionally, the scheme should detail appropriate recording, including photographic record, of the remains of Goitre Fach Farm. The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA) (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.

RECOMMENDATION 6: That the developer's attention be brought to advice of 01/03/2016, 03/03/2016, 22/03/16 and 10/08/2016 from NRW, the advice of 10/08/2016 from the Council's Ecologist which shall inform the scope of the Green Infrastructure Management Strategy and CEMP to be submitted for approval, and planting advice from the Council's Tree Preservation Officer of 21/07/2106.

RECOMMENDATION 7: NRW advise that:

- The Applicant seeks a European Protected Species license from Natural Resources Wales under Regulation 53(2)e of The Conservation of Habitats and Species Regulations 2010 before any works on site commence that may impact upon European Protected Species. The granting of planning permission does not negate the need to obtain a license
- In the event there is an emergency discharge system installed as part of the pumping station, its operation will require an Environmental Permit under the Environmental Permitting Regulations (2010). The Applicant is advised to contact Mark McLoughlin 03000 653375 to discuss the issues likely to be raised. The granting of planning permission does not necessarily ensure an environmental permit will be issued.

RECOMMENDATION 8: That the Applicant/ Developer be advised of the following advice in respect of Public Rights of Way, set out in advice dated 18/08/16:

- *Non legal footpaths, Section 53, Wildlife Countryside Act 1981* - Developments can obstruct paths which currently have no legal status, but the very act of blockading them can trigger a Section 53 Application under Wildlife Countryside Act 1981. Essentially if the public can prove that they have used a route as of right without hindrance for 20 years prior to their right of use being questioned then a highway is created because under law, if a landowner has taken no steps to dispute the public's usage there is a presumed dedication of land as a highway. It should be noted when these cases are presented at Planning Committee that issues of suitability, desirability, security, etc. have no bearing on the decision and it is purely evidence based on public use.
- *Section 38 agreements* - In many developments, new highway is created under Section 38 Agreements and developers may also dedicate land for highway via Strategic Estates under Section 30 Highways Act 1980. Where a right of way is adjacent to the highway or crosses the carriageway, these paths will fall within the Section 38 agreement.
- *Section 25, Highways Act 1980 Express Dedication (PROW)* - On land owned privately, the owner of the land may dedicate the land to the Local Authority by way of an Express Dedication by agreement, in order for the Local Authority to make a Creation Order by Agreement for a Public Right of Way (PROW) under Section 25 of the Highways Act 1980.
- *Section 26, Highways Act 1980 Creation Order (PROW)* - Once a path is dedicated under Section 25, a Creation Order will be required to confirm the path as a Public Right of Way. In order for the Highway Authority to process the legal order, a contribution from the Landowner will be required.
- *Creating a shared use path on a right of way footpath* - In order to convert a footpath to a cycle track, a footpath conversion order under section 3 of the Cycle Tracks Act 1984 and the Cycle Tracks Regulations 1984 is required. These can be applied for via the Public Rights of Way team following planning approval.
- Where a footway is adjacent to the Highway and requires a conversion to become a shared use path or segregated cycle path, a Section 65, Section 66 of the Highways Act 1980 is required. The Developer must provide a plan and application for an order, for any highway affected.

- The granting of planning permission does not give a developer any right to interfere with, obstruct or move a public right of way.
- Temporary Diversions/Stopping up orders can be applied for, to Cardiff Council, to allow works to be undertaken or prevent a danger to the public. This restriction is only temporary and the route must be reopened. These orders cannot be used in lieu of a permanent order and again the developer will be expected to pay the costs of producing and implementing the order.

RECOMMENDATION 9: That the Developer be reminded of the advice from Wales & West Utilities in their letter attached to their email of 28/07/16 which has been forwarded to the Agent, advising of the presence of gas pipes in the area which may be affected and at risk during construction works, general conditions to be observed for their protection and the need to contact WWU prior to commencement of works on site.

RECOMMENDATION 10: That the Developer be advised that prior to the commencement of development, the Developer must notify the local planning authority of the commencement of development, and must 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 11: That the developer be reminded of the advice from South Wales Fire and Rescue Service, dated 08/02/16, which has been forwarded to the Agent.

RECOMMENDATION 12: That the developer be reminded of the design advice from South Wales Police dated 02/08/2106.

RECOMMENDATION 13: That the developer be reminded of the following advice from Dwr Cymru:

- 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 Dwr Cymru Welsh Water 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.

RECOMMENDATION 14: Any permanent or temporary works that may impact upon an ordinary watercourse will require consent under Section 23 of the Land Drainage Act 1991 from this department.

1. **SCOPE OF THE PLANNING APPLICATION AND DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 This application, as amended, seeks outline planning permission for the demolition of existing buildings on site and the development of up to 300 dwellings, including open space, landscaping, sustainable urban drainage, vehicular access, pedestrian and cycle accesses and related infrastructure and engineering works.
- 1.2 Detailed permission is sought for the highway proposals set out on drawing no. GA02-RevB at this outline stage. All other access details and matters of appearance, landscaping, layout and scale are reserved for future consideration in reserved matters applications.
- 1.3 Permission is also sought for the demolition of the derelict farm buildings shown on the Demolition Plan, and for two Parameter Plans (PP) and their supporting text. The parameter plans encompass 'Green Infrastructure and Movement' and 'Land Use and Building Heights', and together define the parameters of the proposal that have been assessed in the Environmental Impact Assessment (EIA). The Applicant advises that the parameter plans provide a framework that will inform the detailed design of the site at reserved matters stage, help ensure a degree of consistency and compatibility with the wider site and ensure the development is implemented within the scope of the development tested by the EIA. (In light of this, conditions are recommended to 'fix' the parameters at this outline stage.) Two illustrative plans - an Illustrative Masterplan and Green Infrastructure Plan - have also been submitted, which seek to reflect the proposals and show how the development could be accommodated within the identified parameters. (The recommended conditions require the reserved matters details to be 'in broad accordance' with the illustrative plans.)
- 1.4 The amended submission comprises an amended application form and ownership certificates, Planning Statement (January 2016), Planning Statement Addendum (July 2016), Revised Design and Access Statement (RDAS), Arboricultural Survey (April 2015), Utilities Statement (December 2015), Site Waste Management Plan (December 2015), Operational Waste Appraisal (January 2015), Energy Statement, Environmental Statement and Non-Technical Summary (January 2016), Environmental Statement Addendum and Non-Technical Summary Addendum (July 2016) and a revised Drawings Package. The revised drawings package comprises an amended Site Location Plan, an amended Demolition Plan, an amended Land Use and Building Heights Parameter Plan, an amended Green Infrastructure and Movement Parameter Plan, Land at Goitre Fach Farm Parameter Plan Explanatory Text, an amended highway drawing 'Proposed Residential Development Main Access Design Signal Junction', an amended Illustrative Masterplan and a new Green Infrastructure Plan.

1.5 The Environmental Statement (ES) covers the following topics: Highways and Transportation, Ecology, Landscape and Visual Impact, Agricultural, Archaeology and Cultural Heritage, Water Resources, Air Quality, Noise and Vibration, Ground Conditions and Socio-Economics. A Transport Assessment and Transport Assessment Addendum are included within the ES.

1.6 The stated Vision for the scheme is to creat[e] *‘a new neighbourhood which will form an integral part of the North West Cardiff urban expansion area, delivering new homes to suit local need. The masterplan will provide important movement links between the proposed Plasdwr development and Llantrisant Rd in terms of connected pedestrian, cycle and vehicular routes. A comprehensive green infrastructure strategy will reinforce connectivity to the surrounding landscape providing valuable habitat connections, as well as creating a network of multifunctional spaces. Built form will respond positively to the local landscape setting, Llantrisant Rd and the proposed development at Plasdwr’.*

1.7 The amended proposal includes the following components:

Residential Use

1.8 Whilst the definitive number, mix and density of dwellings will not be known until reserved matters applications are approved, up to 300 dwellings are proposed. The Planning Statement states that the development would allow for a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. The developers have agreed to deliver 30% affordable housing, via s106 Agreement, comprising a tenure split of 15% Intermediate Rented, 10% Social Rented and 5% Low Cost Home Ownership and including a Learning Disability facility. (See Section 9 for s106 Heads of Terms.)

1.9 Whilst the Parameter Plan text confirms that there would be a max height of 3 storeys across the site, the majority of dwellings would be 2 storeys, with up to 3 story buildings at key locations. The Land use and Building Heights Parameter Plan provides for a range of heights across 3 areas – an area of 1-2 storey dwellings to the west, 2-2.5 storeys towards the centre adjacent to the open space and woodland and 2-3 storeys towards the east adjacent to Llantrisant Rd, the link to Plasdwr and the primary street. An average density of approx 40dph is proposed, with the Illustrative Masterplan showing a range of densities across the above 3 areas. These comprise a low density area of between 20-30dph to the west, medium densities of 30-40dph towards the centre adjacent to the open space and woodland, and higher densities of between 40-50dph toward the east.

Green Infrastructure, Open Space and Drainage

1.10 The Green Infrastructure (GI) and Open Space proposals are reflected in the GI and Movement Parameter Plan, GI Plan, Illustrative Masterplan, Revised DAS and ES. The overall strategy is to enhance and protect most ecologically valuable site assets, as well as creating new habitat areas to enhance local biodiversity, with a series of linked multi-functional green spaces providing

green corridors to the surrounding area and connecting into the Plasdwr open space framework. Key GI proposals include:

- A 0.22ha Local Equipped Area of Play (LEAP), with a 20m building off-set in the central open space location (a Parameter Plan (PP) proposal);
- A 'kick about' area, set within a 20m building off-set in the central open space location (PP proposal). The IM identifies this as 60 x 40m;
- 2.41 ha of open space providing opportunities for informal recreation (IM proposal);
- A 15m green corridor adjacent to Coed y Trenches woodland to the west, to include additional ecotone planting and which may include informal open space and a footpath (PP proposal), designed to protect the woodland and promote permeability. The GI Plan identifies that this ecotone extends further - to the southern boundary;
- Two pedestrian links to Coed y Trenches woodland from within the site at locations to be determined, to allow controlled access to the woodland, diverting activity from protected areas elsewhere;
- Retention of one of three central hedgerows and adjoining ditch, set within a green corridor and new tree planting, with a footway (PP proposal), providing a multi-functional green corridor. (The PP text indicates that the green corridor would be a max 20m wide and the PP plan, a min 20m wide);
- The protection of the south eastern hedgerow, by setting it back from built development (4.5m driveway) by a 2m verge (PP proposal);
- New tree planting along the internal primary street, designed to support large specimen street trees (rather than small trees in front gardens), mitigate hedgerow losses and providing E-W and N-S connectivity. Verges will be a min of 2m (PP proposal);
- Incorporation of a line of large specimen street trees along Llantrisant Rd, to mitigate the loss of the existing hedgerow and to provide an active frontage and sense of place (PP proposal);
- Provision of hibernacula and wildflower areas and incorporation of bird and bat bricks within built form to provide habitat opportunities and biodiversity enhancements (GI Plan);
- Dwellings to positively address adjoining areas of open space, providing passive surveillance and amenity value (Revised DAS);
- Commitment to the submission of a Construction Environmental Management Plan and Demolition Management Plan, by condition, to control environmental impacts during the construction phase;
- Commitment to the submission of a Drainage Strategy, by condition, to ensure no changes to water quality or quantity leaving the site;
- Commitment to the submission of a Green Infrastructure Management Strategy, by condition, to promote species protection and protect and enhance existing and created habitats for biodiversity.

1.11 A Preliminary Drainage Strategy and Flood Risk Assessment have been submitted in support of the application (July 2016). However, it is important to note that the application does not seek approval for this at this outline stage. Rather, a condition is recommended which would require the Applicant to undertake further site investigations and analysis, before proposing a detailed design to be agreed by condition.

- 1.12 The preliminary surface water strategy is to discharge all surface water directly into the local stream network, restricted to the existing greenfield run-off rates to maintain existing flows to the network. The surface water system will be designed to attenuate flows up to the 30-year event within an oversized piped system and offline cellular storage to be adopted by Welsh Water. Exceedance flows up to and including the 100 year event, plus 30% climate change, will be managed outside the system to be adopted by Welsh Water using more sustainable methods, such as controlled flooding within the proposed POS areas. These flooded areas will only be utilised in events in excess of the 30-year event, noted as maybe once or twice in a lifetime. Swales and strategic planting would be provided downstream of the attenuation structures to convey and improve the quality of surface water into the local stream network. The detailed design of the system would be agreed by condition.
- 1.13 The preliminary foul water drainage strategy agreed with Dwr Cymru Welsh Water is to drain foul flows in an Easterly direction to the public sewer network, connecting with the public sewer in Clos Parc Radyr, to eventually drain to the Cardiff Bay Waste Water Treatment Works. The foul water scheme and the surface water scheme up to the 30-year event will be offered for adoption to Welsh Water. Exceedance flows will be offered for adoption/ future maintenance to the Council, but if the Council do not adopt, future management is proposed to be undertaken by a management company.

Placemaking

- 1.14 In addition to the 'green' corridors noted above, the illustrative material and Revised Design and Access Statement – and importantly the Built Form and Design Principles and Plan within it - give an indication of the overall layout and design of the scheme with regards to building height, density, streets and spaces, including squares designed as shared spaces, key frontages and focal buildings, to create structure, legibility and character. Three distinct character areas are proposed to create distinctiveness, comprising the Avenue (the Spine Road), Llantrisant Rd and Entrance, and Rural Edge and Public Open Space Frontages.

Transport and Access

- 1.15 The overall strategy for the site is to promote sustainable transport use and reduce reliance on the private car both from the outset and over the LDP period. Key principles include the creation of a clear movement hierarchy providing well-defined routes which balance the street as a space alongside its function as a movement corridor, and ensuring well designed linkages between the site and Plasdwr.

Vehicular Access

- 1.16 Detailed planning permission is sought for the highway proposals set out on drawing no. GA02-RevB. These include a new signal controlled junction off Llantrisant Rd, a raised uncontrolled pedestrian crossing area 240m to the west of the new junction, and the provision of segregated cycle and pedestrian

routes along the Llantrisant Rd frontage to the site. The new junction arrangement comprises:

- (i) A new 3-arm signal junction within a new 30 mph zone on Llantrisant Rd within a widened highway, with two lanes on each approach;
- (ii) A segregated pedestrian/cycle way to the south of Llantrisant Rd, comprising a 2m footway and a 3.2m wide cycleway, separated by a 2m verge. The footway and cycleway extend along the entire site frontage to Llantrisant Rd and continue into the site for a section;
- (iii) Controlled pedestrian crossings on each arm, and pedestrian and cycle crossing (Toucan) on the site arm;
- (iv) 2 new bus stops and shelters, with a new section of footway provided to the north of Llantrisant Rd to accommodate the bus shelter.

- 1.17 A secondary vehicular link access point is proposed along the southern boundary to connect into Plasdwr, the detailed design of which will be considered at Reserved Matters stage. The Revised DAS sets out a proposed street hierarchy (primary, secondary and private drives) and illustrates a range of options for integrating parking to provide a high quality public realm.

Pedestrian and Cycle Access

- 1.18 The main cycling and pedestrian proposals include:
- (i) 3 new pedestrian crossings across Llantrisant Rd, and a Toucan crossing on the site arm of the new junction;
 - (ii) a new 3.2m cycle 'super route' and 2m footway along the Llantrisant Rd frontage;
 - (iii) 2m footways either side of the primary street, with secondary streets and private drives to be designed as shared surfaces;
 - (iv) Informal footpaths along the western and southern boundaries and along the retained central hedgerow, providing connections to the internal street layout, the PROW north of Llantrisant Rd and the wider strategic site. The raised crossing to the west of the access on Llantrisant Rd would allow a link to the existing PROW;
 - (v) Travel Plan measures to promote walking and cycling, including provision of a Travel Plan Co-ordinator (TPC) to help establish sustainable travel patterns. Further potential measures are outlined for consideration for implementation by the TPC if targets are not being met in future years, such as cycle discount features and cycle training.

Public Transport

- 1.19 Proposed public transport measures include the provision of two bus stops along Llandrisant Rd inclusive of real time passenger information and commitment to providing a financial contribution to extend Service 62 to serve the site. Public transport measures included within the Draft Travel Plan include Travel Planning by the TPC.

Other mitigation

- 1.20 There is a commitment to managing and mitigating the impact of construction traffic at via a Construction Management Plan, to be secured by condition. Importantly, the TA also sets out a commitment to providing an appropriate

contribution towards the wider highway network and bus improvements envisaged for the Llantrisant Road corridor.

Amendments

- 1.21 Amended plans and further information was submitted July 2016. The key amendments comprise:
- (i) The extension of the application boundary along Llantrisant Rd to accommodate the amended highway proposals, increasing the site area from 10.01ha to 10.10ha;
 - (ii) A reconfigured access to the site from Llantrisant Rd, from a priority junction with right turn lane to a new 3-arm signalised junction with crossings on each arm within a new 30mph zone;
 - (iii) Two new bus stops – one on each side of Llantrisant Rd;
 - (iv) A new raised uncontrolled pedestrian crossing on Llantrisant Rd, circa 240m west of the site access to provide a connection to the PROW to the north;
 - (v) Provision of a more direct link through to the remainder of site C;
 - (vi) A segregated cycleway to run along Llantrisant Rd only;
 - (vii) Rearrangement of the built form frontage along Llantrisant Rd to respond to the new junction and retain a Category A oak tree (T1);
 - (viii) The removal of the hedge along part of Llantrisant Rd and replacement with street trees, in line with the Council's common approach to the treatment of Llantrisant Rd along the frontage of Strategic Site C;
 - (ix) The inclusion of street trees along the internal primary street to provide an E-W green corridor through the site;
 - (x) The inclusion and protection of two existing category A oak trees;
 - (xi) The proposal of a 60m x 40m kickabout area, in addition to the LEAP, within the central open space area, both with 20m buffers;
 - (xii) The retention of the woodland copse adjacent to Llantrisant Rd;
 - (xiii) The inclusion of additional linked streets and indicative turning heads to respond to refuse vehicle access requirements;
 - (xiv) An amended alignment of the pedestrian footpath within the public open space to ensure its use is protected from any storm event;
 - (xv) Evolution of green infrastructure and drainage principles, including mitigation for reptiles and loss of grassland, enhancement in respect of the identification of wildflower areas to encourage pollinators and the provision of nesting/roosting opportunities for bats and birds, new tree planting, the provision of a new green corridor and the use of swales to assist in cleansing of surface water;
 - (xvi) Updated Illustrative Masterplan and Parameter Plans, and the evolution of 'placemaking' principles, including additional information on materials, character, built form principles, street and key space cross sections and updated landscape information.
- 1.22 Further assessments have informed the amended scheme and ES Addendum, including a transport assessment of the site being brought forward in isolation in addition to the scenario originally assessment of its development alongside wider strategic development, further baseline modelling in support of the new junction, a geophysical survey and archaeological field evaluation, clarification of the assessment of the site in respect of the historic landscape, further

drainage assessments including a Hydrological Impact Assessment and associated CCTV investigations of the existing drainage system, further air quality assessment (including further monitoring locations, the assessment of potential effects on Llandaff AQMA and clarification of sites included in the cumulative assessment), testing of building heights up to 3 storeys in the Landscape and Visual assessment, further information on existing habitats to be lost, enhanced and created, further ecology walk-over survey in April 2016 and tree assessment with regards to roosting bats, further assessment of trees to be retained, removed and newly planted, and a review of the original ground conditions assessment.

- 1.23 The Applicant has confirmed the site is to be developed as one phase by BDW South Wales alone.
- 1.24 A Planning Committee site visit took place 19th October 2016. A site visit hand-out was prepared, showing photographs of the site, and is available to view on the Council's website.

2. **DESCRIPTION OF SITE**

- 2.1 The application site, as amended, comprises 10.1ha of greenfield land, located to the southwest of Radyr and to the north west of Cardiff, immediately south of the A4119 Llantrisant Rd. The site is broadly triangular in shape and comprises four irregular shaped grassland fields dissected by hedgerows and scattered mature trees. The site is bounded to the north by and accessed from Llantrisant Rd, beyond which lies Radyr Golf Course and woodland. The site is bounded to the south and east by agricultural fields and to the west by Coed Y Trenches woodland. (The land to the west, south and east forms part of land relating to application 14/02733/MJR and the wider Strategic Site- please refer to sections 3 and 4 of this report.) A number of disused dilapidated agricultural buildings associated with the former Goitre Fach Farm are located on site, none of which are listed or locally listed. The site is currently used for informal agricultural grazing.
- 2.2 The land falls away gently east west, from a high point at the eastern boundary of approx 90 AOD to approx 70 AOD. The site is underlain with 12m of superficial deposits/glacial till then bedrock, with the glacial till including firm to very stiff clays of low permeability. There are small streams within the western corner of the site, running both adjacent to Llantrisant Rd and adjacent to the western and south western boundary, and three 'ditches' (described in the original submission as ephemeral streams and existing distributor surface watercourses) crossing the site along the line of the internal field boundaries. The streams are noted to run further west and are tributaries to the Nant Rhdlafar located approx 0.5km from the site. A 24inch distribution water main crosses the site in a broadly E-W direction.
- 2.3 There is footway provision on the southern side of Llantrisant Rd along the site frontage. This continues along the southern side, at varying widths, beyond the site frontage, switching to the northern side at the junction to the golf course where it continues to Clos Parc Radyr. Whilst no Public Rights of Way cross

the site, there are a number in the vicinity of the site, including Radyr No 35, which runs in a northerly direction on the opposite side of Llantrisant Rd from the farm buildings. Station Road, Radyr Local Shopping Centre, identified on the LDP Proposals Map, lies approx 1.75km walking distance from the nearest site boundary. A Spar with an integral Costa coffee concession have opened within 600m walking distance of the site at Rhydlafr Drive, on the Llantrisant Road approach to the Parc Rhydlafr residential development (on the former Rhydlafr Hospital Site). The nearest bus stop to the site is located on Llantrisant Rd at Parc Rhydlafr, approx 400m walking distance from the nearest site boundary. Radyr Railway Station is located approx 2km walking from nearest site boundary.

- 2.4 The site itself does not include any statutory or non-statutory nature conservation, archaeological or landscape designations. The woodlands and part of Radyr Golf Course to the north of the site comprise Goed-y-Goetre Site of Importance for Nature Conservation (SINC) and Gwern-y-Cegym SINC. Coed Y Trenches woodland, to the immediate west, is also designated as a SINC. Ty Du Moor Site of Special Scientific Interest is located approx 0.75km to the west of the site, separated by woodland and open countryside. Cardiff Beech Woods Special Area of Conservation (SAC) is located approx 2.2km to the northeast of the application site. The next closest European designated site is the Severn Estuary SAC, Special Protection Area (SPA), Ramsar and SSSI, located approx 9.7km to the southeast. The ES identifies 7 Listed Buildings located within the 2km study area and Zone of Theoretical Visibility. Of these, only one is within 1km of the site; the Grade II listed Rhydlafr Farmhouse and the Old Byre located 200m to the west of the site on the other side of Coed Y Trenches woodland. There are two Scheduled Ancient Monuments within the 2km study area; a hill fort 'Llwynda-Ddu Camp' lies approx 1.4km to the north west and a prehistoric burnt mound 'Cooking Mound East of Taff Terrace' lies approx 1.5km east of the site. The St Fagans Conservation Area lies approx 1.6km to the south of the site. The St Fagans Lowlands and the Ely Valley Special Landscape Area lies approx 1.5km to the south of the site. The Welsh Government TAN 15 Development Advice Maps indicate that the site falls within Zone A, considered to be at little or no risk of fluvial or tidal/coastal flooding.

3. **RELEVANT PLANNING HISTORY**

Site History

- 3.1 None.

Related History

- 3.2 Related applications within Strategic Site C include:

14/02188/MJR – Land South of Pentreban Rd – outline application approved subject to s106 June 2016

Up to 290 residential dwellings (C3), open space (including childrens play space), landscaping, sustainable urban drainage, vehicular access, pedestrian and cycle accesses and related infrastructure and engineering works

14/02157/MJR – Land North and South of Llantrisant Rd – outline application approved 09/08/2016.

The development of up to 630 residential dwellings (use class c3, including affordable homes), primary school (use class d1), visitor centre/community centre (use class d1), community centre (use class d1), open space (including children's play spaces), landscaping, sustainable urban drainage, vehicular accesses, bus lanes, pedestrian and cycle accesses and related infrastructure and engineering works

16/02016/MJR – Reserved matters application for outline planning (14/02157/MJR) for the development of 126 dwellings forming part of phase 1a of land to the north and south of Llantrisant Road, detailed consent requested for all outstanding matters

Various Discharge of Condition applications relating to 14/02157/MJR.

14/02733/MJR – North West Cardiff - current application

Outline planning application with all matters reserved apart from strategic access junctions for residential-led mixed use development, to be developed in phases, including preparatory works as necessary including demolition and re-grading of site levels; up to 5,970 residential units (use class c3, including affordable homes); 3 no. Local centres providing residential units, convenience shops and facilities/services (including up to 7,900 sq m in use classes a1-a3) and 1 no. District centre providing residential units, up to 12,000 sq m in use classes a1-a3 including up to two food stores (up to 5,000 sq m gross) with associated parking, up to 15,500 sq m of use class b1(a), b1(b) and b1(c); provision of up to 5,100 sq m of community and healthcare facilities across the district and local centres (use classes d1 and d2); provision for 3no. Primary schools and 1no. Secondary school; open space including allotments; parks; natural and semi natural green space; amenity green spaces; facilities for children and young people; outdoor sports provision including playing pitches; associated infrastructure and engineering works including new vehicular accesses, improvement works to the existing highway network, new roads, footpaths/cycleways, a reserved strategic transport corridor; up to 1 no. Electricity primary-substation and landscaping works (including suds).

- 3.3 The following current application forms falls within Strategic Site D, located further north west from Strategic Site C, north of the M4 motorway, and also accessed, in part, via Llantrisant Rd:

14/00852/MJR – Land to the North of M4 J33

Comprehensive development to create a new community containing a range of new homes, including houses, apartments and some sheltered accommodation for the elderly (use classes c2 and c3); a park and ride facility and transport interchange or hub; community facilities including a new primary school and community centre (use class D1); a local centre including shops (use class A1), financial and professional (use class A2), food and drink (use class A3) and a clinic or surgery (use class d1); new offices, workshops, factories and warehouses (use classes B1, B2, B8), a network of open spaces including parkland, footpaths, sports pitches and areas for informal recreation

New roads, parking areas, accesses and paths; other ancillary uses and activities and requiring; site preparation, the installation or improvement of services and infrastructure; the creation of drainage channels; improvements/works to the highway network and other ancillary works and activities.

4. **POLICY FRAMEWORK**

Local Policy

Cardiff Local Development Plan 2006-2026 (Adopted January 2016)

4.1 Key Policies:

KP1: LEVEL OF GROWTH
KP2: STRATEGIC SITES
KP2(C): NORTH WEST CARDIFF
KP4: MASTERPLANNING APPROACH
KP5: GOOD QUALITY AND SUSTAINABLE DESIGN
KP6: NEW INFRASTRUCTURE
KP7: PLANNING OBLIGATIONS
KP8: SUSTAINABLE TRANSPORT
KP12: WASTE
KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS
KP14: HEALTHY LIVING
KP15: CLIMATE CHANGE
KP16: GREEN INFRASTRUCTURE
KP17: BUILT HERITAGE
KP18: NATURAL RESOURCES

Detailed Policies:

H3: AFFORDABLE HOUSING
EN3: LANDSCAPE PROTECTION
EN5: DESIGNATED SITES
EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY
EN7: PRIORITY HABITATS AND SPECIES
EN8: TREES, WOODLANDS AND HEDGEROWS
EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT
EN10: WATER SENSITIVE DESIGN
EN11: PROTECTION OF WATER RESOURCES
EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES
EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION
EN14: FLOOD RISK
T1: WALKING AND CYCLING
T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS
T3: TRANSPORT INTERCHANGES
T5: MANAGING TRANSPORT IMPACTS
T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES
T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE
T9: CARDIFF CITY REGION 'METRO' NETWORK
C1: COMMUNITY FACILITIES
C3: COMMUNITY SAFETY/ CREATING SAFE ENVIRONMENTS

C4: PROTECTION OF OPEN SPACE

C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT

C6: HEALTH

C7: PLANNING FOR SCHOOLS

W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

4.2 The application site falls within Cardiff's settlement boundary, as identified on the adopted Cardiff LDP Proposals Map, and forms part of Strategic Site 'C' – 'North-West Cardiff', allocated under policies KP2 and KP2(C) for '*a mixed-use comprehensive development including a minimum of 5,000 homes and local employment opportunities, together with essential, enabling and necessary supporting infrastructure*'. The LDP notes that the overall capacity of the site is considered to be in the order of 6,500 – 7,000 dwellings, but that work undertaken to date suggests that a figure of 5,000 dwellings is appropriate to be delivered within the plan period (para 4.29). The LDP also notes that land North of the North West Cardiff site has the potential to provide a minimum of an extra 1,250 dwellings if required in the later phases of the plan, with a higher figure being possible (para 4.29). The LDP Constraints Map does not identify any constraints within the application site.

4.3 Strategic Site C forms one of 3 strategic sites allocated in NW Cardiff with access off Llantrisant Road (A4119). Strategic Site D – 'North of J33 on M4' is allocated for a 'mixed use of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site', with potential for a further 1,250 dwellings as part of a 'flexibility allowance'. Strategic Site E – 'South of Creigiau' – is allocated as a 'housing-based scheme of approximately 650 homes representing a southern extension of the existing village'.

Supplementary Planning Guidance (SPG):

4.4 Relevant SPG approved following the adoption of the Cardiff Local Development Plan:

'Waste Collection and Storage Facilities' (approved October 2016)

4.5 SPG approved prior to the adoption of the Cardiff Local Development Plan are no longer linked to adopted development plan policies. However, where such SPG is considered consistent with the new LDP policy framework, it will continue to be material to the Development Management process. The following SPG are considered relevant to the determination of this application:

'Access, Circulation and Parking Standards' (January 2010)

'Community Facilities and Residential Development' (March 2007)

'Developer Contributions for School Facilities' (March 2007)

'Open Space' (March 2008), including May 2015 update to S.106 Baseline Contribution Figure

'Cardiff Liveable Design Guide' (May 2015)

National Planning Policy

- 4.6 Planning Policy Wales and the Wales Spatial Plan set out the land use policies of the Welsh Government. These are supplemented by a series of Technical Advice Notes and Circulars.

Planning Policy Wales (Edition 9, November 2016)

- 4.7 Section 1.2 explains that the purpose of the planning system is to manage the development and use of land in the public interest, contributing to improving the economic, social, environmental and cultural well-being of Wales, as required by the Well-being of Future Generations (Wales) Act 2015. It notes that the planning system should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, and protecting natural resources and the historic environment. It recognises that a well functioning planning system is fundamental for sustainable development (para 1.2.1).
- 4.8 PPW has been updated to include reference to the statutory purpose for the planning system introduced by the Planning (Wales) Act 2015 – that any statutory body carrying out a planning function must exercise those functions in accordance with the principles of sustainable development as set out in the Well-being of Future Generations (Wales) Act 2015. PPW has been updated to take into account the Well-being of Future Generations (Wales) Act 2015 more fully, and includes information on the provisions of the Act. It notes that the Act establishes a ‘sustainable development principle’ which it notes means that a defined public body must 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 and lists a series of key principles that they expect all those involved in the planning system to adhere to:
- putting people, and their quality of life now and in the future, at the centre of decision-making;
 - **engagement and involvement**, ensuring that everyone has the chance to obtain information, see how decisions are made and take part in decision-making;
 - taking a **long term** perspective to safeguard the interests of future generations, whilst at the same time meeting needs of people today;
 - respect for **environmental limits**, so that resources are not irrecoverably depleted or the environment irreversibly damaged. This means, for example, mitigating climate change, protecting and enhancing biodiversity, minimising harmful emissions, and promoting sustainable use of natural resources;
 - tackling **climate change** by reducing the greenhouse gas emissions that cause climate change and ensuring that places are resilient to the consequences of climate change;
 - applying the **precautionary principle**. Cost-effective measures to prevent possibly serious environmental damage should not be postponed just because of scientific uncertainty about how serious the risk is;
 - using **scientific knowledge to aid decision-making**, and trying to work out in advance what knowledge will be needed so that appropriate research can be undertaken;

- while preventing pollution as far as possible, ensuring that the **polluter pays** for damage resulting from pollution. In general the Welsh Government will seek to ensure that costs are met by those whose actions incur them;
- applying the **proximity principle**, especially in managing waste and pollution. This means solving problems locally rather than passing them on to other places or to future generations;
- taking account of the full range of **costs and benefits** over the lifetime of a development, including those which cannot be easily valued in money terms when making plans and decisions and taking account of timing, risks and uncertainties. This also includes recognition of the climate a development is likely to experience over its intended lifetime; and
- working in **collaboration** with others to ensure that information and knowledge is shared to deliver outcomes with wider benefits.

4.9 In addition, PPW sets out a series of sustainability objectives that reflect the vision for sustainable development and which should be taken into account in taking decisions on individual planning applications in Wales, structured around 7 well-being goals: a prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh Language, and a globally responsible Wales.

Wales Spatial Plan (2008 update)

4.10 The plan sets out the Welsh Government's vision for spatial planning within Wales and sets out a strategic framework to guide future development and policy interventions. The plan sets out key issues and challenges facing Wales under 5 key themes – building sustainable communities, promoting a sustainable economy, valuing our environment, achieving sustainable accessibility and respecting distinctiveness. The plan divides Wales into six strategy areas of which Cardiff falls within the South East Wales – Capital Region. The plan recognises that the success of the region relies on Cardiff developing its capital functions in order for the area to work as a networked city region, to provide an appropriate quality of life for all and to be able to compete with comparable areas in the UK and EU for investment and growth. The vision recognises the key role that Cardiff plays. The plan identifies the area around Llantrisant and North West Cardiff as one of 3 Strategic Opportunity Areas in the South East Wales – Capital Region.

Technical Advice Notes (TANs) and Circulars

4.11 Key TANs and Circulars include:

- TAN 1: Joint Housing Land Availability Studies (2015):
- TAN 2: Planning and Affordable Housing (2006)
- TAN5: Nature Conservation and Planning (2009)
- TAN 6: Planning For Sustainable Rural Communities (2010)
- TAN 8: Renewable Energy (2005)
- TAN 11: Noise (1997)
- TAN 12: Design (2014)
- TAN 15: Development and Flood Risk (2004)
- TAN 16: Sport, Recreation and Open Space (2009)
- TAN 18: Transport (2007)

TAN 21: Waste (2014)
TAN 22: Sustainable Buildings (2010)
Circular 16/94 'Planning Out Crime'
Circular 60/96 'Planning and the Historic Environment: Archaeology'
Circular 61/96 'Planning and the Historic Environment: Historic Buildings'
Circular 20/01 'Planning Controls for Hazardous Substances'
Circular 07/12 'The Town and Country Planning (Notification) (Wales) Direction 2012

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The **Placemaking Team**, in their initial comments, advise that the Historic Environment Assessment (particularly Appendix 8.1 to the Environmental Statement) represents a robust assessment of the location and significance of heritage assets within the vicinity of the site, together with the likely effects of development and measures taken to maximise enhancement and mitigate any possible adverse effects. It is noted that the only asset within close proximity of the site is Rhydlaf Farm (Grade II listed), but that the intervening dense woodland and position of the farmstead means that the application site does not form a part of the way in which the listed building is experienced, and that the setting would, therefore, be preserved. They note that whilst it is clear and inevitable that the character of site would be altered by the change from agricultural land to suburban housing, the applicant has provided sufficient evidence that the setting of heritage assets would not be adversely affected by the development. Further to the consideration of the amended submission, they confirm their previous comments still stand.
- 5.2 **Housing Development** in their amended comments, advise that they seek 30% affordable housing across the whole site and in each phase, with all units to be delivered as affordable rented, comprising 15% social rented and 15% intermediate rented to be built to Welsh Government DQR standards. They advise that, within the affordable rented percentage, they seek a Core and Cluster development for clients with Learning Disabilities likely to consist of a development of 6 flats with level access and appropriate parking. They advise the Council's preferred RSL partner for the scheme is LINC Housing Association and that indicative plans for the 6 unit scheme have been drawn up. Details are provided of payments that can be made by the purchasing RSL partners. Housing Development clarify that neither the RSL nor their tenants may be able to make any additional contributions towards the management of roads or green infrastructure within the site that will not be adopted by the Council.
- 5.3 Following s106 negotiations with the developer, Housing Development confirm agreement of the following tenure split
- 15% intermediate rented
 - 10% social rented (to include a scheme for clients with learning disabilities – circa 6 flats)
 - 5% Low Cost Home Ownership (LCHO) @ 70% Market Value.

- 5.4 They advise that if there are any roads or public open space, public realm, green infrastructure within the Land that will be subject to a service charge or additional charge then any such reasonable charge shall be included within the rent/weekly charge of the Affordable Housing Units provided that in the case of affordable rented units (both social and intermediate rented) the imposition of any such charge shall not increase the rent/weekly including service charge to a level that exceeds 100% of the published Rent Officer Local Housing Allowance then in force.
- 5.5 The **Director of Education and Lifelong Learning** provides the following summarised comments:
- (i) **Background** – The starting point for any application is a commitment to children going to their local school to promote sustainable local communities. In common with other Local Authorities, Cardiff has invested significantly in its school premises, but has repair backlogs and suitability issues city-wide which, at current estimates, will cost in the region of £370m to address. Following a period of unprecedented growth in demand, the Council is in the process of expanding primary school provision city-wide. Although the supply of and demand for places varies by area, it is anticipated that there will be no overall surplus school places at entry to the primary sector in 2016, nor in the secondary sector in 2019, taking account of existing school investment proposals and projections based upon Health Service (GP) and school roll data. The Council therefore seeks contributions to meet the demand for school places directly arising out of each proposed housing development where projections indicate that these pupils cannot be accommodated within existing local schools. The Council will continue to look to fund any shortfall in school places arising from existing housing from Council funding or other funding sources such as 21st Century Schools. Contribution requests are based upon circumstances known/ data available at the time of developments. Where the scale of developments are not sufficiently large to support the building of new primary or secondary schools, careful consideration will need to be given to the timing of and combining of contributions from multiple developments, including the provision of any land for construction. Consideration will also be given to developers buildings schools to agreed quality and performance standards;
 - (ii) The **calculated SPG Contribution** based on 300 dwellings (and an indicative mix of 26 non-qualifying 1 bed apartments, 11 qualifying apartments, 273 qualifying homes) towards **school places** is **£1,714,017** broken down as follows: £702,808 contribution towards additional English medium primary places, £668,406 contribution towards additional English medium secondary school and sixth form places, £175,702 contribution towards provision of additional Welsh medium primary school places, £167,101 contribution towards provision of additional Welsh medium secondary school and sixth form places. Proportionate contributions towards the cost of **land** is estimated at **£220,467**, based on 1,487m² at £600,000 per acre. (This is based on a total land contribution towards Welsh medium primary school provision of 804m² calculated pro rata to a 2FE primary school site, to accommodate the yield of 16.94 primary age

pupils, and a total land contribution of 638m² calculated pro rata to a 1,500 place secondary school site to accommodate the yield of 10.43 secondary and sixth form age pupils.) The calculated contribution **total of £1,934,484** is indicative based on the indicated number of dwellings, but may be amended through the wording of the s106 should this number /mix change;

- (iii) **Context** - there is insufficient accommodation within nearby primary and secondary schools to accommodate additional pupils.
- (iv) English medium primary and secondary schools – The English-medium primary and secondary schools/sixth form serving the area on which the new dwellings are proposed are Pentyrch Primary School and Radyr Comprehensive. Whilst it may be possible for Pentyrch Primary School and Radyr Comprehensive School to be expanded on site, and therefore to seek contributions for places only, any potential development of the schools would subject to feasibility study, evaluation of appropriate options, consideration of any other housing developments achieving planning consent in the appropriate timeframe, and a consultation process. The Council could not therefore provide certainty at this stage around these schools being the recipient of s106 funds. In the event that expansion of schools other than Pentyrch Primary School and Radyr Comprehensive School are identified as the appropriate way forward in order to meet the demand from the Goitre Fach Farm site, a fall back position would need to be written into the s106 agreement. Moreover, LDP policy KP2C identifies the provision of schools on the strategic site as 'necessary infrastructure' and it is reasonable to require each Applicant to contribute their fair and reasonable share.
- (v) Welsh medium primary and secondary schools - The Welsh medium primary and secondary/sixth form serving the site are Ysgol Gymraeg Coed Y Gof and Ysgol Gyfun Gymraeg Plasmawr, respectively.
- (vi) Demand for Welsh-medium primary school places from within the catchment area of Ysgol Gymraeg Coed Y Gof has exceeded places available for the past 7 years and this is projected to continue. A site for a new Welsh-medium school to accommodate the excess demand for Welsh-medium primary school places from within the catchment area of Ysgol Coed Y Gof, and also within the adjacent catchment areas of Ysgol Nant Caerau and Ysgol Pencae, has not yet been secured. Expansion of Welsh-medium primary provision in west Cardiff is required to meet known demand. It is not expected that an existing English-medium or Faith primary school site could be utilised for a Welsh-medium primary school as the demand for places is at high levels throughout the area, and there would not be a site available to allow reorganisation that would provide an additional site for a Welsh-medium primary school. Financial contributions towards the acquisition of a new school site to accommodate a new Welsh-medium primary school are therefore sought, in addition to contributions towards providing additional Welsh-medium primary school places. Cardiff is currently served by three Welsh-medium secondary schools. The Council's Cabinet considered a report in March 2016 which highlighted the current and projected oversubscription of Ysgol Plasmawr and the need to balance the supply of and demand for places with Ysgol Glantaf. However, whilst the approval of the changes to these two

catchment areas provides an improved balance in the local availability of places, the Welsh-medium secondary school sector city-wide will be fully subscribed at entry by September 2019, based on the expected proportion of pupils enrolled in Welsh-medium primary schools promoting to secondary school. Spare capacity in the schools (as the upper age groups would have fewer pupils) will be utilised to accommodate the pupils in 2019 and 2020; however, it is evident from the data currently available that the Council will need to expand Welsh-medium secondary and sixth form provision to accommodate those pupils already enrolled in Welsh-medium primary education. It is clear that the shortfall of places will be exacerbated by approved housing developments (including those at Llantrisant Road, Pentreban Road, St Edeyrn's, Ely Mill and Churchlands amounting to >3,000 dwellings), and further exacerbated by planned housing developments. Whilst a site for a fourth Welsh-medium secondary school has not yet been secured, the expansion of Welsh-medium secondary and sixth form provision is inevitable to meet known demand. The projected city-wide demand for English-medium and Faith secondary school places also exceeds the available supply and it is therefore not expected that an existing English-medium and Faith secondary school site could be utilised for a Welsh-medium secondary school. Financial contributions towards the acquisition of a new school site to accommodate a fourth Welsh-medium secondary school are therefore sought, in addition to contributions towards providing additional Welsh-medium secondary school places.

- (vii) **The Council's preferred strategy** is to use financial contributions to:
- expand Pentyrch Primary School on-site (no additional contribution sought for land purchase);
 - expand Radyr Comprehensive (no additional contribution sought for land purchase);
 - expand Welsh-medium primary school provision on a site to be determined, with contributions also sought to acquire land;
 - expand Welsh-medium secondary school provision on a site to be determined, with contributions also sought to acquire land;
- (viii) In the event, following completion of further planning processes, that the expansion of Pentyrch Primary and/or Radyr Comprehensive can not proceed to implementation, the Council would determine alternative sites that would allow for the necessary expansion to accommodate the pupil yield. Cardiff Council has a statutory duty to ensure that a sufficient number and variety of school places are available to meet needs and in order to comply with this, changes to catchment areas may be required. In order to comply with this, changes to catchment areas may therefore be required in order to ensure that all pupils are able to be accommodated at schools in the language medium of their choice. It is not assumed that contributions would be combined towards new school facilities on proposed housing developments in North West Cardiff (14/02733) due to uncertainty around completion of these developments and proposed new school facilities. It is expected that contributions would be sought proportionate to the number of dwellings completed. Consideration will be given by the Council to providing suitable accommodation to temporarily enlarge secondary schools and to review admission

arrangements as appropriate to meet the yield from the proposed development in the event that new schools are not delivered prior to completion of these units.

- (ix) The total calculated value of the Council's preferred strategy is **£1,934,484**, broken down as follows:
- £878,510 for primary - financial / building contribution
 - £835,507 for secondary/sixth form - financial/ building contribution
 - £119,204 for primary - land contribution*
 - £101,263 for secondary/sixth form - land contribution*
- (Land calculations are pro-rata to 2FE primary and 1,500-place secondary school. *Assumed land valuation of £600,000 per acre/£1,482,630 per hectare).

5.6 **Neighbourhood Regeneration** request funding for off-site community facilities in accordance with the 'Community Facilities & Residential Development' SPG. They advise that the funding be used to improve community facilities within the Creigiau and St Fagans ward and/or Fairwater Leisure Centre. Whilst the exact amount can only be calculated once details of housing types are received, an indicative amount would be £296,550 based on a standard of £988.50 per dwelling.

5.7 **The Tree Preservation Officer**, in their initial comments, provide the following summarised advice:

- (i) Raises concerns over and quantifies the loss of significant trees and hedgerows on the site, including a category A tree, 9 no category B trees, a B category group of trees and 2 no B category hedgerows and the northern extension of another category B hedgerow, noting that all but two of the individual trees lost will be oaks and that oaks also form a component of the B category group of trees to be lost. Also notes the possible incursion in the RPA of 'A' category T15 from the Illustrative Masterplan;
- (ii) Raises concerns over the lack of provision to mitigate the above losses, the lack of quantification of the losses within the submission and that, whilst buffer zones are depicted and indicative sections provided, these do not evidence effective mitigation, in particular for the loss of mature oak trees;
- (iii) Welcomes the principle of an ecotone bounding the woodland to the west, but requests more detail to ensure its primary function would be to provide a graded woodland edge;
- (iv) Supports the proposed highway planting, but raises some concern that this will not comprise 'avenues', but linear planting in narrow soft verges. Also notes the lack of clarity regarding tree planting along Llantrisant Rd, emphasising the importance of highway trees bounding Llantrisant Rd in terms of environmental and ecological benefits, and benefits to visual amenity and place-making;
- (v) Notes the need for improved provision for genuine avenue tree planting, or at least some staggered planting, to support the growth of large, long-lived trees to serve as effective replacements for the oaks lost. Requests clarification concerning the root available soil volume (RASV) to be provided for highway trees in the form of an indicative section and

strategy for extending the RASV beyond the 2m verges proposed if found to be acceptable on balance;

- (vi) Whilst not expecting a detailed landscaping scheme at this outline stage, requests information on the sort of palette and stock size being considered for highway trees and ecotones, and provides detailed advice;
- (vii) Requests clarification on the precise extent of the works detailed permission is sought for and requests full tree reports to be submitted to refer to the hedgerows and trees to be removed and measures to protect retained trees;
- (viii) Requires a Soil Resource Survey (SRS) and Plan (SRP) to be submitted prior to the submission of any reserved matters application which should be used to inform a detailed landscaping scheme. Notes that subject to the submission of, approval of and compliance with an SRS and SRP, the valuable soil resources at this site should not suffer unacceptable harm, and whilst the agricultural value will be lost and inevitably large volumes of soil will be 'sealed' and lose a large amount of functionality, new value and functionality could be gained in terms of soils supporting the growth of trees, shrubs, wildflower grassland and amenity grassland;
- (ix) Notes that, if the detailed application includes the soft verges on the Llantrisant Road frontage, the treatment of soils will require consideration under an SRS and SRP submitted at this stage, rather than as part of a reserved matters application.

5.8 **The Tree Preservation Officer** provide the following summarised advice in response to the amended submission:

- (i) Queries the 'area of proposed built form, roads and gardens' proposed in the root protection area (RPA) of retained 'A' category oak T1;
- (ii) Notes that the kick about space and play area impinge on the RPA of retained trees, and the need for careful design to prevent harm to trees whilst ensuring usability;
- (iii) Requests clarification of principles to be adopted for extending the root available soil volume for trees proposed along the primary street, with advice provided;
- (iv) Advises that tree protection measures will be required in relation to the detailed highway works, and in respect of landscaping details to support the detailed highway proposals;
- (v) Provides advice in respect of highway tree planting to inform the future discharge of landscaping condition applications.

5.9 The **PROW team**, in their initial comments, provide the following summarised advice:

- (i) There are no PROWs within the application site, but obvious connecting links to the NWC application which appear to be considered;
- (ii) Welcomes the link proposed from the footpath within the green space onto Llantrisant Rd. Queries whether a pedestrian link shown on the NE boundary could provide access for cyclists, whilst ensuring that the footpath adjacent to the woodland is for pedestrians only. Advises that a 7m buffer from the edge of the property boundaries and edge of the tree/hedge will be needed to avoid creating a dark alleyway and risk of antisocial behaviour;

- (iii) Would like the developer to dedicate the proposed network of footpaths as PROW footpaths to ensure the network is maintained and provides continuity across the NWC site and neighbouring areas;
- (iv) Advice is provided in respect of non-legal footpaths (Section 53 Wildlife Countryside Act 1981), section 38 agreements, express dedication (Section 25 Highways Act 1980), creation orders (section 26 Highways act 1980) and creating a shared use path as a right of way footpath, PROW and temporary diversions/stopping up orders.

5.10 The PROW team provide the following additional comments in respect of the amended submission:

- (i) the current layout includes various new footpaths around the site which are located within green corridors around the perimeter of the site and appear to connect well within the adjoining development, as well as to the existing PROW footpath St Fagans 12;
- (ii) The Council will require a Section 25 Highways Act 1980 application to dedicate the footpaths within the site as rights of way, with the Landowner/ Developer to contribute to the costs of the Highway Authority to process the legal order to pay for the advertisement of the notices. This will ensure the network is maintained in future and provides continuity across the North West site and neighbouring areas.
- (iii) The link shown on the Illustrative Masterplan from Llantrisant Rd to the main E-W road should not be dedicated as footpaths, but be adopted under Section 38 to allow cyclists better access into the site.

5.11 **Parks Services**, in their initial comments, provide the following advice:

- (i) The scheme and green infrastructure has a number of positive features, including retention of existing vegetation in green corridors and good footpath networks;
- (ii) Open Space Assessment - Further information is requested to determine the level and function of open space, noting that 1.76 ha of Open Space is required (broken down to 0.22ha play, 1.18ha formal, 0.36 informal). An initial assessment indicates that the total overall provision meets the required total amount of open space and the standard for the play element. Concerns are raised that there is no formal provision (eg pitches), teen provision or allotment provision, which could be addressed by a financial contribution via s106 towards off-site provision;
- (iii) Detailed design advice is provided in respect of on-site open space. It is noted that the main open space benefits from good surveillance, retains mature trees and provides a welcome play area for younger children. The need for well-drained open space, a 20m buffer zone from the play area to properties and space for informal ball games is noted. Advises that the informal open space to the north is not accepted as functional Open Space, notwithstanding its ecological and visual benefits;
- (iv) SuDS and Open Space – It is noted that a storage facility will be sited below the southern SUDS area and in the west of the site, with the need noted to better understand their maintenance requirements, potential limitations eg on planting and proposals in respect of utilities. The extent of flooding and usability of the SuDS needs to be determined to assess its contribution to functional open space;

- (v) Green Corridors – the width of the corridor running along the woodland edge is acceptable and the North South corridor also a good width, but a section is needed of the latter to better understand the extent of space for a footpath and buffer zone. It is accepted that both corridors provide a recreation function. The need to ensure the footpath is not rendered unusable by flooding and water erosion linked to the SuDS is noted. The corridor along the SE boundary is noted to be too narrow to act as functional open space. The need to ensure the alignment of houses provides good surveillance is also noted. Sections to demonstrate levels are requested;
- (vi) Highway tree planting – the planting of trees within 2m grass verges is welcome and it is noted that the layout suggests limited conflict between street trees and properties. The need to avoid conflict with services and ensure sufficient rooting area for trees is noted;
- (vii) Implementation – a phasing plan for construction of open space is requested;
- (viii) Management/Maintenance of POS, SuDS and GI – it is noted that the Council's preferred approach remains unclear, but that any option must allow open public access and ensure maintenance/management of sites in perpetuity. An outline GI Management Strategy is required, followed by a more detailed management plan at a later stage.

5.12 **Parks Services** provide the following summarised comments in response to the amended submission:

- (i) Open Space Assessment - 1.757ha of open space is required, based on 300 properties and an average population per property of 2.41. Based on the 2008 SPG, this would break down into 0.217 ha Play provision, 1.178 ha Formal provision, 0.362 ha Informal provision. The total open space provision of 1.992ha exceeds the required total provision;
- (ii) Allotment provision - as allotments are not provided on site, a financial contribution via s106 of £83,456 is sought to fund 6.6 plots on the wider site, based on a formula of 1800 units = 40 plots. The payment timetable would need to be agreed;
- (iii) Provision of off-site grassland via s106- The Ecologist has advised that between 3ha - 5ha of species-rich grassland habitats should be retained/created in a combination of on and off-site areas, and that the ES Addendum notes that 0.8ha can be provided on-site. The cost estimate per hectare is £15,200 per hectare, plus £750 for soil tests. Three sites for new grassland have been identified - Forest Farm lower meadow (approx 1.5ha), Mayflower Park (between Thornhill Rd and Heol Hir - approx 1.25ha) with Trelai Park making up any balance;
- (iv) Kickabout space and Formal provision - the 60m x 40m kickabout area proposed looks to be unachievable due to tree positions, but 45-50m x 30m seems achievable with some runoff space. Therefore, a condition should seek a minimum well-drained and level grass area of 45-50m x 30m. Whilst this does not meet the formal recreation requirement of 1.179ha, additional off-site payment is not sought as the overall space proposed meets and exceed exceeds the overall requirement;
- (v) South West green corridor - a permanent hard surface path is critical and should be a condition;

- (vi) Play Area - The design and location will need to be agreed at Reserved Matters stage. An area of grass with simple timber equipment, as illustrated, will not be acceptable;
- (vii) Other details - advice is provided in respect of other details required at Reserved Matters stage;
- (viii) Implementation - a phasing plan for the construction of the open space should be secured by condition;
- (ix) Highway Tree Planting - the approach will need to reflect that taken on the Land N&S of Llantrisant Rd scheme;
- (x) Management/ Maintenance - options are for Council adoption with a commuted sum provided or private management through a community or private management company. Any option must allow open public access and ensure maintenance / management of the sites in perpetuity.

5.13 The **County Ecologist** provides the following summarised advice in relation to the initial submission:

- (i) Assessment Methodology - Generally supports the ecological impact assessment methodology and advises that all proposed and advised measures of mitigation, compensation and enhancement should be required by planning condition as part of the Construction Method Statement, and Landscape and Ecological Management Plan. It is noted that there is no assessment of the areas of species-rich grassland, trees and hedgerows to be lost, and that information is also needed of which areas of these habitats are to be retained and where compensatory provision will take place for that which is lost;
- (ii) Designated Sites: International Sites – There are no statutorily designated international nature conservation sites within 2km of the site and no direct effect is envisaged. Notes that, as set out in the Habitats Regulations Appraisal of the deposit LDP, there may be indirect effects upon international sites further afield. The outcome of that HRA was that the deposit LDP was not likely to have a significant effect upon any international sites, with the conclusion dependent on other policies elsewhere in the deposit LDP which would serve to counteract any adverse effects arising from development guided by the deposit LDP. It is noted that the implementation of LDP policies designed to provide and protect public open space throughout Cardiff (Policies KP3, EN4, C3) would serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC. Advises that we can adopt the outcome of the HRA of the LDP as the outcome of an HRA of this application, and thereby conclude that there is not likely to be significant effect upon any European site as a result of this application and that no further action is required in respect of the HRA or consideration of internationally designated sites;
- (iii) Designated Sites: Sites of Special Scientific Interest – NRW to comment;
- (iv) Designated Sites: Site of Importance for Nature Conservation – Notes that the site adjoins the Coed y Trenches SINC designated as planted woodland on an ancient semi-natural woodland site and advises that access should be as sensitive as possible and that he supports the proposed measures. Notes that provision of access into woodland SINCS is invoked in the HRA of the deposit LDP as a means of offsetting any

- potential impact on the Cardiff Beech Woods SAC caused by increased recreation. Recommends a standard condition to protect the SINC;
- (v) European Protected Species: Dormice - Does not accept that it can be concluded with certainty that dormice are absent from the site, but is satisfied that the population is low, transient or perhaps non-existent and accepts no specific mitigation measures, noting that the retention of woodlands and measures to maintain connectivity and reduce fragmentation will also benefit any dormice. Notes the site supports suitable dormouse habitats so as part of a Construction Method Statement or similar, and asks for precautionary mitigation measures to avoid harm in relation to timing of ground clearance and removal of stumps and roots, which should be built into an EPS Mitigation Strategy as recommended by NRW;
 - (vi) European Protected Species: Bats – Accepts the methodology and results of the bat surveys and is satisfied that the bat flight and building and tree inspections were carried out appropriately. Welcomes the undertaking to re-survey retained trees which have been identified as having some bat roost potential should it become necessary to remove them. Raises concern over the large Oak tree T1 which appears to be proposed for removal, but which was not surveyed and seeks clarification on the status of the tree and when it is likely to be surveyed. Seeks the view of NRW as to whether they would be likely to grant a license for works to the building with the soprano bat roost. Recommends a condition to secure and implement a lighting scheme to minimise disturbance to bats and other nocturnal species;
 - (vii) European Protected Species: Great Crested Newts – Generally supports the methodology and conclusions of the GCN survey and assessment. In relation to construction works in GCN terrestrial habitat which require an EPS license, advises that the LPA should seek the views of NRW as to whether they would be likely to grant a license for those works;
 - (viii) Reptiles – Has a number of minor concerns about the methodology used to survey for reptiles, which reduce their confidence in the survey. Whilst acknowledging that the vast majority of the site is unsuitable for reptiles, there are areas of scattered scrub around the old buildings and along some south-facing field margins which may be of use for reptiles, so it is important that these were surveyed properly. Is concerned that the population of slow-worms may have been underestimated, but accepts that based on the limited extent of suitable habitat on site, that it is probably within the ‘low’ population size class. Is also concerned that Grass Snakes may not have been detected due to the survey concerns, but advises that it is probably the case that the site is used by small numbers on a transient basis. Generally accepts the mitigation measures proposed, but is concerned that a receptor site for any translocated animals has not been established other than ‘suitable adjacent habitat to the west’, and advises that Coedy Trenches woodland does not constitute a suitable site for reptiles. Seeks assurance prior to determination that a secure long-term receptor site has been identified;
 - (ix) Badgers – supports the precautionary mitigation measures set out in the ES.
 - (x) Birds – Recommends a condition to protect nesting birds;

- (xi) Grassland Habitats – Continues to have concerns about the conclusions drawn from the NVC surveys, but accepts the principle that a financial contribution towards the management of other grassland in the area could be made. Advises that a loss of 3.3 to 5.0ha should be compensated for, noting that the financial contribution and site to which it is directed must be agreed prior to the determination of the outline application and secured via s106 Agreement;
- (xii) Pollinators – Advises that every effort should be made to allow wildflowers to develop on greenspaces, which should be identified on the ‘Landscape and Open Space Strategy’;
- (xiii) Enhancements – The proposal entails the loss of greenfield habitat. Whilst opportunities to compensate directly for this loss are limited, there are opportunities for indirect compensation for the wider impact on these species. Advises that nesting/ roosting opportunities for birds and bats should be built into new build and the ‘Landscape and Open Space Strategy’ amended accordingly;
- (xiv) Data ‘Shelf-life’ – Survey work which is more than 2 years will be regarded with caution. Recommends a condition requiring that bat surveys be repeated if more than 2 years elapse between the most recent survey and removal of any potential bat roost feature.

5.14 The County Ecologist provides the following summarised advice in relation to the amended submission:

- (i) Welcomes the consideration given to retaining a strong green infrastructure network, noting there are strong multi-functional green links east/west and north/south across the site;
- (ii) Raises a ‘minor concern’ that a hedgerow is proposed within the inner edge of the ecotone in places, noting they would not normally be part of an ecotone, but noting that if separated from the inner edge of the ecotone by a footpath then he would not necessarily have any objection;
- (iii) Welcomes the proposal to provide a reptile mitigation strategy by condition, noting that it should be possible to provide adequate mitigation on site without the reliance on the field at Rhydrafar Farm and provides detailed advice on its scope;
- (iv) Raises concern that much of the proposed reptile habitat will be shaded and of reduced suitability and that the locations of the hibernacula are wholly inadequate due to shading, noting the need to explore the potential along the south-facing boundary in the reptile mitigation strategy;
- (v) Reiterates his view that he has low confidence in the results of the reptile survey, but accept that the slow-worm population is probably within the ‘low’ population size class. He remains concerned that the presence of Grass Snakes on the site may not have been detected to the survey concerns, but again notes that it is probably the case that the site is used by small numbers on a transient basis. Advises that a reptile mitigation strategy should include a contingency for the event that the population exceeds that anticipated;
- (vi) Provides detailed advice re the timeframe for translocation and reptile mitigation, with preference for Spring not late summer/Autumn;
- (vii) Welcomes the undertaking to fund off-site compensation for the loss of species-rich grassland habitats, but does not accept the proposal to

provide 'up to 3ha of grassland', advising that between 3 and 5ha should be retained/created, in a combination of on and off site areas, and that the submission should be amended to read 'at least 3ha of species-rich grassland';

- (viii) Does not accept the proposal to amend the ES to the effect that it is inevitable that the current grazing regime in field F4 will continue to degrade the habitats present, as there is no evidence that this level of grazing is permanent or that loss would be permanent, and that were grazing to cease there is every chance the grassland habitats would recover their species richness. In any event, the removal of Field F4 from the calculation of grassland lost does not take the amount below 3Ha, as the grassland of F5 alone is about 3.3ha;
- (ix) Welcomes the proposal to include bat bricks in new buildings and provides advice on numbers;
- (x) Confirms he would have no concerns about the infilling of the ditches, that cross the site in a north south direction, noting that whatever habitats they support will be picked up by previously agreed mitigation measures.

5.15 In response to the initial submission, **Drainage Services** requested detailed additional information to help determine the drainage strategy for the site (including a Hydrological Impact Assessment), raising a number of concerns, including the proposed depth of storm storage on the open space, the proposed stopping up of 3 no watercourses and need for Ordinary Watercourse Consent, the need to demonstrate protection of the development from higher elevations, that the developers appear not to have formally considered using infiltration and have not undertaken any infiltration testing, the need to demonstrate its viability and the need for the developers to match post development with predevelopment greenfield rates.

5.16 Drainage Services provide the following advice in relation to the amended submission:

- (i) Confirm their agreement with the Hydrological Impact Assessment (HIA) in principle and, most importantly, that the site has a viable option for the discharge of surface water;
- (ii) Understands there is no interaction with the catchment to the north of Llantrisant Rd and that, as the site is bounded by the watercourse to the south, it can be considered in its own right;
- (iii) Notes that they have previously raised concern with the stopping up of watercourses on the site, noting that the westerly most ditch will remain and that the 2 others will be infilled. Confirms that as there is no connectivity to the wider catchment and that there is no discernible flow within the ditches, they will not require ordinary watercourse consent for their stopping up and that they have no objection to this;
- (iv) Notes that the applicant has indicated that the management of surface water for the proposed residential development will be managed via a sustainable drainage system and existing watercourse;
- (v) Confirms that they have reviewed the information provided and that there is agreement in principle for the discharge of the site to a watercourse as a viable option. Advises that future works will include an assessment for the viability of infiltration, either for the discharge of surface water for the

entire site, or in the capacity of infiltrating at least part of the post development volumes, which would only serve to improve the attenuation requirements. Advises that the information currently provided is based on ICPSUDS greenfield runoff calculation and there will be the requirement for a more robust investigation, likely using the REFH2 estimation methods;

- (vi) Advises that the applicant has confirmed that there is the commitment to control up to the 1 in 30yr return period within underground tanks proposed for adoption by DCWW and attenuation up to the 1 in 100 yr return period +30% within an area of above ground storage, without impacting on protected areas or areas of public open space;
- (vii) In summary, confirms that there is a viable and sustainable option for the drainage of the site and protection of hydraulically connected onsite water bodies with the restriction to greenfield values ensuring that there will be no flood risk posed to on and off site receptors. The drainage details submitted in respect of the above application will need to address a number of technical points during the development of the detailed design to ensure that they satisfy current requirements in respect to flood risk management;
- (viii) Conditions are recommended to control surface water drainage and an advisory note recommended with respect to ordinary watercourse consents.

Drainage Services subsequently confirmed that they are happy with the recommended surface water condition.

5.17 **Waste Management**, in their initial comments, provide the following summarised advice:

- (i) Access for refuse vehicles is a main concern. Vehicle tracking will be required to show that the largest refuse collection vehicle can enter and exit the site in a forward gear, with the main concern being the secondary roads which will require a turning space to allow the refuse vehicle to exit this road in a forward gear;
- (ii) All properties will be required to present their waste kerbside which must be no further than 25m from the dwelling. The vehicles are unlikely to be able to travel down the private drives and, therefore, the occupants of these properties must not have to travel further than 25m to present their waste. This should be considered when designing the layout;
- (iii) It is not advisable for block paving to be used on roads which will be utilised by RCVs as subsidence can often occur, leading to large maintenance costs;
- (iv) Advice is provided on bin requirements for each house and flat and the provision of litter bins, to be secured though a financial contribution via s106, and the detailed design of refuse facilities.

5.18 **Waste Management**, in response to the amended submission, note the amendment to the road layout and advises that details of turning heads, including swept path analysis, will need to be submitted at reserved matters stage.

- 5.19 **Pollution Control (Noise)**, in their initial comments, recommends a condition to control road traffic noise to habitable rooms. It is noted that the noise report submitted as part of the ES provides information for the suitability of the site in terms of meeting the TAN 11 requirements, but notes that the recommended condition builds on the data to ensure that at the detailed design stage suitable façade design is considered to ensure the internal noise requirements are met, in line with the updated WHO guidelines. It is noted that this is expressed in the report by stating that some facades will require additional attenuation in terms of noise exposure and the condition is recommended to ensure details of the specification is agreed prior to commencement. In response to the amended submission, Pollution Control (15/8/16) recommend a condition to control road traffic noise and an advisory notice in respect of construction site noise. It is noted the assessment within the ES meets their requirements, but must be conditioned.
- 5.20 **Pollution Control (Land Contamination)**, in their initial comments, advise that they agree with the consultants conclusion that, given the lack of significant past contaminative land use, there is limited likelihood of contamination being present. They note that that the consultant indicates that there could be potential contamination from the existing property, in terms of potential fuel storage, but the site walk overs did not identify any above ground tanks etc and the potential for asbestos containing materials in the derelict buildings, which would be addressed in the demolition phase. Based on the assessment provided, Pollution Control request conditions to control unsuspected contamination, imported soil and imported aggregates. Advisory notices are commended in respect of radon gas protection and contamination and unstable land. In response to the amended submission, Pollution Control confirm that they have no additional comments to make in terms of land contamination.
- 5.21 **Pollution Control (Air Quality)** advise that they have reviewed with Air Quality Assessment and Transport Assessment used as part of that assessment. They advise they agree with the assessment of likely construction impacts on air quality and encourage the developer to adopt the mitigation measures detailed and an appropriate Construction Management Plan. They note they have some reservations in respect of the operational impact of the development on air quality and ask the developer to address the following issues:
- (i) *The consultant has detailed that for Urban Background NO2 data they have used 'urban background' concentrations from sites in the Vale of Glamorgan with the best representative site being Cambrian Caravan Park in Wenvoe. I would question whether this is truly representative of the Urban Background concentrations for the site/ Cardiff. Cardiff Council has a number of diffusion tubes in urban background areas, (3 co located on the AURN which has been used for the PM10 urban Background). I would therefore request whether further modelling be undertaken using more representative locations/ results.*
 - (ii) *I am not fully certain the full impact on the Llandaff AQMA has been assessed, as the nearest receptor modelled to this AQMA boundary is >500m away (22 Llantrisant Rd). Ideally the impacts of the development on a receptor location within the AQMA itself should be provided to ensure that concentrations of nitrogen dioxide are not worsened by this*

development, which could inhibit the development and implementation of an Action Plan for the AQMA.

- (iii) *The Transport Assessment states that in 7.4 that the assessment has been based on the Council's aspiration a 50:50 modal split with regard to passenger transport, and this appears to have been assumed as part of the input to the air quality modelling. It would help inform and provide reassurance with regard to the sensitivity of local air quality impacts if a range of modal splits were included in the modelling.*
- (iv) *Whilst the consultant has indicated the traffic flow assessment takes into account strategic sites C, D and E and thus the cumulative impacts have been considered, I would question whether the potential effects of the proposed housing development at the BBC Wales HQ site should also be included;*
- (v) *I note that no additional monitoring (diffusion tube surveys) have been undertaken by the Consultant in terms of verifying the computer modelling. Ideally given the scale of the development, and the proximity to the Llandaff AQMA, the applicant should be encouraged to commission monitoring for at least 6 months, (preferable 12) to fully verify the conclusions of the AQ Assessment prior to commencement of development. This would ensure that the conclusions are valid and that no mitigation measure to reduce the impact of the development would be required. It is better and easier done at the design stage rather than after development has commenced.*

It is noted that the development may place an additional burden on the Council's resources in terms of additional and ongoing air monitoring, review and assessment required by statute, and request a financial contribution via s106 for £1500 to fund additional nitrogen dioxide monitoring in the immediate area over a five-year period and additional review and assessment activity.

5.22 In response to the amended submission, Pollution Control confirm that, having reviewed the additional comments and air quality assessment work, they are satisfied with the conclusions. Their previous request for a financial contribution towards air quality monitoring is restated.

5.23 The **Operational Manager Transportation** provides the following advice in respect of the amended submission:

- (i) ***Transport Assessment and TA Addendum*** - *Dialogue has been ongoing between the Councils Transport officers and the developer / agent for a number of months including a number of meetings to address issues associated with the proposed spine road, access and connectivity within the site. The Council had previously raised concerns relating to the method of control of the new access, together with carriageway width and cycle and bus provision. The developer has sought to address these issues through the application supporting documentation (Transport Assessment Addendum July 2016) as submitted;*
- (ii) ***Traffic Assessment*** - *The submission relies on the assessment work which has been submitted as part of the wider Strategic Site C and which has not been signed off to date by the Council. Officers have undertaken a check of the data provided against that submitted in support of 'Land North and South of Llantrisant Road' in terms of the survey information*

provided and it is considered that the existing traffic flows are similar and within acceptable limits. Whilst the traffic flows for this parcel of development are accepted as being representative of the proposals that have been put forward within this application, the full demand assumptions will be required to be revisited when the remainder of Strategic Site C is being considered in full (which may necessitate additional mitigation measures to those currently featured in the emerging North West Corridor Programme). Officers have raised this previously on the 'Land North and South of Llantrisant Road' and 'Land South of Pentrebanne' applications and this still remains the case. Notwithstanding the above, it is considered that the proposed mitigation measures and infrastructure improvements are making an effective contribution towards delivery of the emerging North West Corridor Programme sufficient to allow this site to come forward for development;

- (iii) *Proposed Site Access - Since the original submission, the proposed site access has been redesigned to provide a section of enabling infrastructure along this corridor. The signalised junction arrangement will be available for all traffic in the short term in order to serve this development. Once the spine road connection through to the main Strategic Site C has been established and appropriate trigger has come into operation, this junction will be available for buses and emergency service vehicles only, as required by the Council. The junction has been designed such that minimal changes will be necessary in order to convert this to a 'bus gate' at the appropriate time. The access and highway improvement scheme has been discussed with Transport Officers prior to submission of the TA Addendum.*

The following comments are taken from discussions and listed below to inform further amendments to the scheme:

- Details required of proposed method to advise cyclists of end of facility and for safe transfer to the carriageway (interim situation prior to Strategic Site C linking to the cycleway);*
- Redesign of the signal maintenance bay to include: relocation further south to avoid the advance cycle area; dropped kerbs to allow cyclists to transfer from carriageway to westbound cycleway;*
- Cross Section required of Llantrisant Road for the general arrangement drawing;*
- Cycleway realignment: the cycleway around the landscape/tree area to the west of the proposed access junction is designed with tight turns. A longer more gradual route around this is suggested. This will result in slightly more area to the west included within this retained green space;*
- The CCTV / Control Cabinet should be relocated south and just to the west of the footway between the maintenance bay and the cycleway;*
- LED Lightning specifications from Strategic Site C should be obtained and followed.*

It is considered that the above will require an amended plan to be submitted and therefore in order to secure this an appropriately worded condition is included within my recommendation.

- (iv) Llantrisant Road - The proposal will provide 2.0 metre wide footways and 3.2 metre wide segregated cycle ways along the frontage of the site on Llantrisant Road which will, in future, link to the wider strategic site. The proposed crossing facility to the west of the site access will be provided as a raised table which includes installation of all necessary channels and equipment to be upgraded to a zebra crossing in the future. The costs associated with converting the raised table to a zebra crossing and the monitoring of traffic flow and speeds should be met by the developer through the S278 Agreement;
- (v) Public Transport - Public transport improvements include the provision of two new bus stops on Llantrisant Road for travel in each direction. It was discussed that originally four bus stops were appropriate and the developer team believe two would be adequate. The requirement is that the proposed development plots are within 400 metres walking distance of a bus stop. It was advised at the meeting that this could be demonstrated, albeit with a minor number of properties just outside of this distance. A plan demonstrating that this was achievable was requested, this is still outstanding. The proposed bus service enhancements should be funded by the developer. In line with the other strategic sites this should be fully funded for 5 years secured by appropriate S106. The cost of this should be £150,000 per year for five years, a total of £750,000;
- (vi) Sustainable Transport Commitments - A Transport Implementation Strategy and Travel Plan were requested by officers, which have been submitted together with the Addendum. The Travel Plan unfortunately follows the Transport Assessment in reporting site accessibility. The site is not located close to any day-to-day facilities in terms of walking distance with the nearest being over 2 kilometres. [NB The Spar shop was not open at the time these comments were made.] The nearest rail station is around 3 kilometres walking distance and unlikely to attract walking trips. The Travel Plan sets out potential measures over that which are proposed as part of the new junction arrangement and the Llantrisant Road improvements. It is disappointing that the document does not include specific commitments or measures as would have been expected for a site located such as this is. The potential measures however are listed below:
- Travel Plan Co-ordinator;
 - Free or discount travel for a trial period on local bus services. It is recommended that in line with the other Strategic Site, free annual bus passes are provided, at least one per household;
 - Formation of a bicycle user group to pair new and inexperienced cyclists;
 - Cycle training;
 - Bike doctor sessions;
 - A cycle voucher to be used towards bike purchase;
 - Walking route maps;
- It is suggested that in addition to the above, the following should be included as part of the Travel Plan package in line with the principles that have been established through the other early North West applications:
- Residential travel pack upon occupation, this would include all the sustainable travel options and plans. The pack would include the

annual bus service pass and the bicycle voucher. Cycle Voucher with each household travel information pack;

- *A Transport Planning Co-ordinator to be employed and in place prior to first residential occupation;*
 - *First Travel Plan Survey / Baseline Survey to be undertaken within 3 months of 'meaningful' occupation;*
 - *Finalised Travel Plan agreed within 6 months of 'meaningful' occupation;*
 - *Transport Planning Co-ordinator to be provided continuously for a minimum of 10 years at the developer's expenses. Following this period, the skills will be shared and passed onto local community members;*
 - *Annual Surveys to be undertaken for 10 years and formal commitment to achieve a 70% response rate on surveys;*
 - *A Travel Plan reserve fund for 'fighting' failures or shortcomings through the monitoring period, £10k set aside and held for appropriate intervention measures;*
 - *Provision of cycle parking at Radyr and Danescourt rail stations.*
- (vii) *Collision Analysis - The analysis submitted within the original TA which included data from Crashmap has been superseded within the TA Addendum by data obtained from the Councils database and as such the information and conclusions drawn are accepted by officers;*
- (viii) *Independent Audit - An independent audit has been provided and we have reviewed the findings of this work. The Audit suggests that contributions are sought which are appropriate to enable interim highway measures for pedestrians in advance of Plas Dwr. It also recommends the TAN 18 work in the Addendum is expanded to confirm what measures are required for new residents to safely access local facilities on foot, prior to the development of Plas Dwr. The Audit considers the method of comparing Goitre Fach traffic data to Land North and South of Llantrisant Road data as appropriate;*
- (ix) *Pedestrian and Cycle Improvements within the site - Within the site, although subject to a reserved matters application, the main pedestrian and cycle routes are secured via the amended parameter plans and these will ensure that legible routes are provided within the layout which will link into the wider Strategic Site C when this comes forward. The cycle route that runs adjacent to the spine road will be segregated in accordance with those principles that have been established for all of the major Strategic Sites, i.e. Spine Route through the site: this has been agreed as a minimum of 6.3 metres. A cycleway with a minimum width of 3.0 metres will be provided along the eastern side of the carriageway together with 2.0 metre footways either side of these routes. This arrangement is accepted in principle by officers, although a further detailed plan will be required in order to demonstrate how the spine road will connect to the main strategic site, including details relating to how the segregated cycle way will interface with junctions along the length of the route. This will be secured by way of a condition;*
- (x) *Legal Agreements - The highway layout plan for which detailed planning permission is sought will be required to be amended in order to address those comments/issues raised above. Whilst the principle of the*

arrangement is accepted, details of the layout will be secured by way of an appropriately worded condition. These works will then be subject to a S278 Agreement and associated Technical Approval Process.

Those roads that lie within the site the detail of which will be agreed at the reserved matters stage would be adopted by the Council by way of a Section 38 Agreement and associated Technical Approval Process;

- (xi) **Conclusion** - Having reviewed the submitted Transport Assessment, TA Addendum and amended plans, it is considered that the traffic flows and traffic modelling for this site, i.e. the transport impact for this scale of development (up to 300 dwellings) has been adequately addressed and that the proposed mitigation (physical works and S106 financial contribution) is sufficient to enable the proposal to come forward and to increase the sustainable travel credentials of the site in the interim period, prior to the wider site coming forward. This conclusion does not prejudice delivery of the remainder of this strategic site or any of the other strategic sites along the North West corridor and which are included within the Local Development Plan. However, officers do recommend that the full demand assumptions for the North West Corridor be revisited when the wider Strategic Site C is being fully considered, which may necessitate additional mitigation measures to those currently featured in the emerging North West Corridor Programme.

- (xii) **Responses to third party objections**

Llantrisant Road

The Council's emerging North West Corridor Programme sets out the transport interventions the Council considers necessary to support the implementation of the Local Development Plan and help achieve the LDP city-wide 50:50 modal split target from it's boundary with Rhondda Cynon Taff extending to Cardiff City Centre. This includes the location of proposed bus lanes / bus priority measures together with proposed foot and cycleway provision. The strategy identifies where the Strategic Sites along this route are located, i.e. C, D and E and shows how it is intended that they will link with the wider transport network both now and for the length of the Local Development Plan period, i.e. 2026.

As such, in accordance with Policy KP 2 (C), Llantrisant Road will through the plan period be improved along it's length particularly adjacent to where the Strategic Development Sites are located in order to ensure that the necessary transport infrastructure is provided to support development.

Footways along Llantrisant Rd

To the frontage of the site the proposals will deliver a significant section of continuous footway and cycleway provision, along the NW Corridor. However, for the section of Llantrisant Road that lies beyond the site pedestrians would in the short to medium term rely on the existing footway provision which is currently available. Cyclists would re-join the carriageway. Generally the pedestrian route continues along the south side of Llantrisant Road, before crossing at the junction to the golf course where it then continues along the north side of Llantrisant Road to Clos Parc Radyr. Whilst the width of this provision varies it is accepted as representing an interim measure/solution, until the relevant phases of the wider Strategic Site C come forward. It is therefore considered that S106 Contributions should be targeted at other improvements, i.e. the cycling

measures between Waterhall Roundabout and Cathedral Road/Penhill Road Junction, and towards Bus Service Provision in order to improve the sustainability credentials of the site and in order to provide necessary enabling infrastructure.

Llantrisant Road (National Speed Limit)

Under the proposals, the existing speed limit to the frontage of the site will be reduced to 30mph.

Sustainability of Development

The focus of the Major Strategic Sites and this third early application is to encourage a modal shift for new residents. It is not considered that this development coming forward ahead of the main Plasdwr development would necessarily prejudice delivery of a step change in travel patterns. The proposals will deliver a package of improvement measures to Llantrisant Road including a signalised junction arrangement, which will in the future be available only for buses and emergency service vehicles to use. The development is making a significant contribution towards walking, cycling and public transport infrastructure, including funding for bus services for a period of 5 years. In addition, it is making an off-site financial contribution towards off-site infrastructure works.

Proposed Access

The originally proposed priority junction has subsequently been amended to a signal controlled arrangement, and, therefore, does not conflict with the strategy for Llantrisant Road in terms of future proofing. Whilst no bus priority is included within the junction layout, this will be amended in the longer term (as above) in order to accommodate bus movement only, once the spine road link has been made through to the main strategic site and an alternative means of access by private car is available for use. The timing/trigger for this will be agreed through the S106 Agreement.

Modal Split / Shift (50:50)

The focus of the Major Strategic Sites and this early application is to encourage a modal shift, not only for new residents, but also those that are existing. Therefore, by providing the necessary transport infrastructure and quality bus service provision, it is envisaged that some of the problems currently experienced in terms of the existing road network could be overcome once these improvements and measures are in place. The Council will secure financial contributions (via a S106 Agreement), together with appropriately worded conditions, in order to ensure that the necessary levels of transport infrastructure and bus service provision are delivered as part of this development coming forward.

Transport Assessment

As included within my Transport comments above, for the purpose of this application, the traffic flows and modelling have been accepted by Transport Officers for the purpose of assessing this application and, as such, it is considered that the impact has been adequately assessed. The proposed mitigation is, therefore, accepted together with those conditions and S106 matters stipulated. The Authority has secured what it considers to be an adequate level of mitigation for the scale of development. The sustainable transport measures which would be provided or secured would provide an early phase of the emerging North West Corridor

Programme.

The proposal is for a parcel of land within Strategic Site C and as such is being considered in a strategic context across the North West Corridor in order to minimise impact and promote a step change in travel behaviour.

Bus Services

Funding for bus services will be secured via the s106 Agreement and the sum requested is considered appropriate and reasonably related in scale. This will be put in place upon beneficial occupation so that this sustainable travel option is available from the outset.

Network Rail

Comments have been received from Network Rail stating that there would be significant increase at the St Fagans level crossing sufficient to warrant mitigation. No evidence to support this statement has been submitted to date by Network Rail. The provision of cycle parking at Radyr and Danescout rail stations can be secured through the Travel Plan / S106 Agreement. The routing of construction vehicles can be controlled, where reasonable, through the recommended Construction Environmental Management Plan.

Rhondda Cynon Taf (RCT)

RCT's objection is based upon concerns relating to the impacts of the proposals upon the RCT area and that the application offers no specific measures or financial contributions for improving links to RCT. There is a concern that the cumulative impact of additional traffic from the development on the A4119, both east and west bound will be detrimental to existing commuters and public transport services that link Talbot Green with Cardiff.

In response to these concerns, the following points should be considered:

- *The application site represents a third, relatively small, portion of the larger site which it forms part of and the other developments proposed along the North West Corridor.*
- *The package of mitigation measures which will be delivered through the S278 and S106 Agreements and will:
 - i. *address local impacts of the development along Llantrisant Road through the provision of measures to improve road safety and support active travel in order to contribute towards LDP Policy KP 2 (c).*
 - ii. *contribute towards bus service provision for a period of 5 years.*
 - iii. *through infrastructure secured through the Section 278 and S106 Agreements, enable the main site to come forward in the future and enable further transport mitigation measures where there is evidence to demonstrate these are necessary and where they satisfy the tests in the tests of Regulation 122 of the CIL Regulations (2010).**

In light of the above, it is considered that those mitigation measures and S106 Financial Contributions being requested by officers for Cardiff are appropriate and proportionate for this scale of development.

Whilst raising concerns, RCT's response does identify specific transport measures in their area (totalling £3,536,583), which could form part of the mitigation package. However, it does not include any robust evidence to

demonstrate the impact of this development upon those lengths of road and junctions being put forward for improvements. Therefore, it is not considered that the mitigation measures sought by RCT could satisfy the tests of Regulation 122 of the CIL Regulations (2010) in respect of being necessary to make the development acceptable in planning terms, being directly related and fairly and reasonably related in scale and kind to the development.

Notwithstanding the above, the issue of cross boundary transport improvements connecting to RCT will be revisited when considering the main Strategic Site C in the whole as officers have stated previously in the case of 'Land North & South of Llantrisant Road' and 'Land South of Pentrebane Road' planning applications. This would then involve the relevant officers from both Cardiff and RCT working together in order that any schemes / mitigation measures identified by RCT can be fully considered;

- (xiii) **Recommendation** - *On the basis of the above, I can confirm that Transport would have **no objection** to this proposal, subject to the following Conditions, Recommendation and S106 Matters being included / secured. (Conditions are recommended to control car and cycle parking, phasing, to require full engineering details of the main site access, reserved matters access, the provision of roads prior to occupation of dwellings and a Construction Management Plan.)*
- (xiv) **Legal Agreements** - *That the highway improvement works as conditioned above (and any other works) which relate to the existing or proposed adopted highway are to be subject to an agreement under Section 38 and / or Section 278 of The Highways Act 1980 between the developer and Local Highway Authority.*

S106 Matters:

- (xv) **North West Corridor Programme** - *The North West Corridor Programme sets out the transport interventions the Council considers necessary to support the implementation of the Local Development Plan and help achieve the LDP city-wide 50:50 modal split target from it's boundary with Rhondda Cynon Taff extending to Cardiff City Centre. This includes the location of proposed bus lanes / bus priority measures, together with proposed foot and cycleway provision. The strategy identifies where the Strategic Sites along this route are located, i.e. C, D and E and shows how it is intended that they will link with the wider transport network both now and for the length of the Local Development Plan period, i.e. 2026. Therefore, the developer to be advised that they will be required to contribute towards those works identified in the Council's emerging North West Corridor Programme in order to provide a continuous route for pedestrians / cyclists and buses along the A4119 and connecting to its boundary with Rhondda Cynon Taff. The total figure currently calculated along this route is circa. £21.5 million.*
- A sum towards this is considered necessary in terms of this part of Site C contributing towards enabling infrastructure which, together with those improvements secured under the previous two earlier applications (and that which will come forward under the wider site), will provide a significant part of the continuous pedestrian and cycle link along the North West Corridor, together with contributing towards the Council's Telematics*

infrastructure which will be required to manage the future operation of the highway network. This figure to be **£537k** and secured by way of a S106 Agreement for the provision of cycling measures – between A4119 Waterhall Road Roundabout and Cathedral Road / Penhill Road Junction (£287k) and for a contribution towards the provision of a length of Telematics ducting/fibre to connect to the new signalised junction at Heol Isaf / Llantrisant Road Junction from Western Avenue (£250k) which is being delivered by the Land North & South of Llantrisant Road permission. This is considered to be necessary enabling infrastructure.

(xvi) **Bus Service Provision**– That a subsidy be secured from the developer towards the provision of a bus service serving the new Bus Stops immediately adjacent to the site on Llantrisant Road, for a period of 5 years linking the site to the centre of Cardiff. The developer shall provide the Council with written evidence of payment of the contribution. This sum to be £750k and secured by way of a S106 Agreement with timescale for delivery to be agreed by the Local Planning Authority in writing.

(xvii) **Future Bus Gate / Access** – Appropriate provision to be included in the standard transfer of housing units within the development as below:
“a resident would have a private right of way with or without vehicles over the estate roads within the development until adoption except that in relation to the bus lane section [shown on a plan] where such private rights (and any public rights following adoption) shall cease as from the date when the spine road connection [shown on a plan] becomes available for use.”

(xviii) **Residential Travel Plan** – No part of the development hereby permitted shall be occupied until the Interim Residential Travel Plan has been progressed, submitted to and approved in writing by the Local Planning Authority. The Residential Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The Residential Travel Plan shall be implemented in accordance with the timetable set out in the plan, unless otherwise agreed in writing with the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Residential Travel Plan shall be submitted annually for a period of 5 years to the Local Planning Authority, commencing from the first anniversary of beneficial occupation of the first phase of development.

The following list of commitments has been included within the submitted Travel Plan and will be secured via the S106 Agreement where they are not secured above through the S278 Agreement:

- Travel Plan Co-ordinator.
- Free or discount travel for a trial period on local bus services. It is recommended that in line with the other Strategic Site, free annual bus passes are provided, at least one per household.
- Formation of a bicycle user group to pair new and inexperienced cyclists.
- Cycle training.
- Bike doctor sessions.
- A cycle voucher to be used towards bike purchase.
- Walking route maps.

- *Residential travel pack upon occupation, this would include all the sustainable travel options and plans. The pack would include the annual bus service pass and the bicycle voucher. Cycle Voucher with each household travel information pack.*
- *A Transport Planning Co-ordinator to be employed and in place prior to first residential occupation.*
- *First Travel Plan Survey / Baseline Survey to be undertaken within 3 months of 'meaningful' occupation.*
- *Finalised Travel Plan agreed within 6 months of 'meaningful' occupation.*
- *Transport Planning Co-ordinator to be provided continuously for a minimum of 10 years at the developers expenses. Following this period the skills will be shared and passed onto local community members.*
- *Annual Surveys to be undertaken for 10 years and formal commitment to achieve a 70% response rate on surveys.*
- *A Travel Plan reserve fund for 'fighting' failures or shortcomings through the monitoring period, £10,000 set aside and held for appropriate intervention measures.*
- *Provision of cycle parking at Radyr and Danescourt rail stations.*

5.24 No responses to date have been received from the Council's Access Officer. Any comments received will be reported as a late representation.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 **The Planning Directorate, Welsh Government** advise that they have not had any call-in requests for this application.

6.2 **The Natural Environment and Agriculture Team, Welsh Government** advise that the LDP Inspector considered the loss of Best and Most Versatile agricultural land and found the LDP to be sound and that, as such, they have no comment to make.

6.3 **The Transport Division, Welsh Government** as the Highway Authority for the trunk roads and motorway in Wales has no objections to the proposed development, as originally submitted or amended, as the site is relatively remote from the trunk road network and no direct access is proposed to the trunk road network.

6.4 **Cadw**, in advising on impacts of scheduled monuments or registered historic parks and gardens, provides the following summarised advice:

- (i) Llwynda-Ddu Camp scheduled monument –whilst the proposed development will have an adverse impact on the setting of the monument, this will not be significant;
- (ii) Cooking Mount East of Taff Terrace and Mellingriffith Water Pump – views towards the development are blocked by existing development and vegetation and the development will not have an impact on their setting;
- (iii) Battle of St Fagans – it is unlikely that the development will have a significant impact on either the fabric or setting of the battlefield, whilst

noting that the full extent of the battlefield is not fully understood and sites of associated encampments and skirmishes unknown.

- 6.5 Responding to the amended submission, Cadw note that reports of archaeological geophysics and evaluation have been submitted, that this work has produced no information of any archaeological features likely to be of national importance and advise that their previous advice remains valid.
- 6.6 **Glamorgan Gwent Archaeological Trust**, in their initial comments, provide the following summarised advice:
- (i) The proposal has an archaeological restraint;
 - (ii) The desk based assessment submitted indicates that the farm has a medieval origin, as well as identifying ridge and furrow which may be medieval in date and notes the potential for currently unknown buried archaeological remains and indicates the need for suitable mitigation;
 - (iii) They broadly agree with the conclusions, but do not agree that archaeological evaluation work could be carried out as part of a suitably worded planning condition, taking into consideration PPW para 6.5.2;
 - (iv) The applicant should be requested to commission suitable archaeological evaluation work prior to the determination of the application.
- 6.7 Glamorgan Gwent Archaeological Trust provide the following summarised advice in response to the amended submission:
- (i) The proposal has an archaeological restraint;
 - (ii) A geophysical survey has now been undertaken which allowed for targeted evaluation trenches, and 11 trenches excavated with no significant features or structures noted with the exception of an undated ditch and land drain;
 - (iii) Due to ecological constraints – specifically the presence of Great Crested Newt habitat in the vicinity of the farmstead, three of the evaluation trenches were not excavated, to the extent that it remains the case that the farm may have a medieval origin and for associated remains to be present. As a result of this and the potential medieval ridge and furrow identified, appropriate mitigation measures are needed to protect such assets;
 - (iv) A condition is recommended to require the applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource. Advice is provided on the scope and standard of the work required.
- 6.8 **Wales and West Utilities**, in response to both the initial and amended submission, provide a plan showing their gas mains in the area (comprising a medium pressure gas main along Llantrisant Rd), advising that the developer must not build over any of their plant or enclose their apparatus.
- 6.9 **South Wales Fire and Rescue Service** advise that the developer should consider the need for the provision of adequate water supplies on the site for fire fighting purposes and access for emergency fire fighting appliances, and provide detailed advice.

- 6.10 **South Wales Police**, in response to the initial submission, confirm they have no objection, welcoming the fact that the developers have tried to maximise surveillance in layout and design and provide detailed design advice. In responding to the amended submission, SWP confirm they have no objection and welcome the proposed layout which affords for good levels of surveillance from housing frontage to street and pedestrian routes. Further advice is provided on measures to address all community safety matters at reserved matters stage.
- 6.11 **The Coal Authority** has no observations to make, noting the application does not fall within the defined coalfield.
- 6.12 **The Health and Safety Executive** (29/2/16) advise that the development does not lie within the consultation distance of a major hazard site or major accident hazard pipeline and that they do not need to be consulted on any developments within the site.
- 6.13 **Natural Resources Wales** (NRW), in their initial comments, provide the following summarised advice:
- (i) they do not object providing a min 15m ecotone is provided along the western/southern boundary and conditions are attached to secure: the ecotone, a European Protected Species Mitigation and Monitoring Strategy, a Habitat management Plan, a Lighting Plan and a Construction Management Plan. Detailed advice on the scope of the above is provided;
 - (ii) European Protected Species: Great Crested Newts – note there are no ponds within the application site, but that a GCN was found in field 4 (western-most field) during the reptile surveys and advise the site provides some suitable terrestrial habitat for GCN. Bats – surveys found a non-breeding roost of soprano pipstrelle bats in the farmstead (building B1) and that trees T2 and T3 supported non-breeding roosts of nocturnal and common pipstrelle bats, noting that building B1 will be lost, as will some trees identified as having moderate potential to support roosting bats along Llantrisant Rd. Dormice – note that reference made to surveys carried out for the wider site in 2014, encompassing the southern hedgerow and the negative results of those surveys. Note the mitigation measures proposed in respect of each species. Advice is provided in respect of the need for an EPS License;
 - (iii) The Water Environment: Construction Management Plan – the Nant Dowlais is currently failing water quality standards required by the EU Water Framework Directive and its tributary, the Nant Rhydlafer, is fed by the ephemeral drain running through the site. Runoff generated during construction is noted to have the potential to cause increased sediment loads in receiving waterbodies and the risk of pollution from construction is also identified. A condition to require a Construction Management Plan is recommended, with detailed advice provided including the need for a 10m wide buffer zone alongside all watercourses within and adjoining the site during the construction phase;
 - (iv) Flood Risk Management – the drainage strategy misses an opportunity to reduce the rate of surface water runoff into the Nant Rhydlafer through the

- inclusion of wetland features, which would also increase the ecological value of the site and local area and recommend this is considered further;
- (v) Drainage – Advises that a permit will be required for any emergency discharge system installed as part of the pumping station;
 - (vi) Potential for Contamination – consider that the controlled waters at this site are of low environmental sensitivity, but provide advice in respect of unsuspected contamination;
 - (vii) Regarding the proposed loss of ‘the existing distributor surface watercourses’, NRW advise that these appear to be ephemeral drains, noting they are generally opposed to the loss of watercourses through culverting, infilling or other methods, because of the adverse ecological, flood risk, human safety and aesthetic impacts, and that they advocate the retention and where possible, enhancement of all ephemeral drains on the site. They welcome the retention of the western-most drain within the green corridor and advise that if any ditches were lost, this would need to be addressed in the EPS Mitigation and Monitoring Strategy, CEMP and associated method statements requested by condition, noting that further advice should be obtained from the Council’s ecologist.

6.14 NRW provide the following summarised advice in relation to the amended submission:

- (i) welcome the identification of a 15m ecotone along the western/southern boundary of the application site on the Green Infrastructure Plan;
- (ii) confirm their previous advice still applies;
- (iii) confirm that a EPS (GCN) license will be required, if the trenches - to be dug as part of the archaeological investigations required by condition -are likely to damage or destroy places used by GCN for resting and may result in the killing or injury of newts and/or cause disturbance;
- (iv) in respect of queries from the Council's Ecologist, clarify that if NRW considered that there may be issues with being able to issue an EPS license, NRW would have objected to the application.

6.15 **Cardiff and Vale University Health Board (UHB)** provide combined comments in respect of health care service delivery across the North West area which is summarised as follows:

- (i) Strategic Sites C, D and E have the potential to significantly increase the population in North West of Cardiff - it is anticipated that the potential new homes will equate to an increased population of 22,585 (based on an estimated average of 2.3 residents per home), with the potential for further future expansion of Strategic Sites C and D noted as yet unknown;
- (ii) UHB is responsible for ensuring access to NHS primary care services in Cardiff and the Vale of Glamorgan, including GPs, Community Pharmacists, Dentists and Optometrists. The UHB works with a best practice GP to patient ratio of 1:1800 and the current rate of access to NHS dentistry is 55% of the population;
- (iii) while there is some limited capacity within existing GP practices in NW Cardiff to accept additional patients associated with the LDP growth, there is a significant shortfall;
- (iv) there will be a significant demand pressure placed on a range of existing primary care health services;

Primary Care Service

- (v) current general medical services (GP surgery provision) will be insufficient. There is sufficient GMS capacity within the Pentyrch GP practice to accommodate the needs of Site E and there is political commitment to maintain a GP practice in Pentyrch, but the practice operates out of temporary facilities and the UHB is looking to secure a longer term solution for this practice. For Sites C and D, the assessment reveals a shortfall of provision for 11,100 patients, equivalent to 6.2WTE GPS plus associated staff;
- (vi) pharmacy provision is generally interlinked with demand for GMS, but the process for expanding provision is applicant driven and difficult to determine;
- (vii) it is anticipated that there will be an increase in demand for NHS dental services, but it is acknowledged that NHS dental practices are not geographically bound, meaning that the impact of the proposed developments is difficult to assess;
- (viii) it is anticipated that there will be an increased demand for optometric care, but it is acknowledged that service provision is managed by opticians who can accept an increase in numbers provided they have capacity.

Community Based Health Care

- (ix) The UHB is also responsible for delivering health care in people's own homes and in community clinics, with services including community midwifery, health visiting, district nursing, podiatry, services for older people, family planning, primary and community mental health services etc. There are no community clinics in the vicinity of the development. Whilst the services need to be delivered against the principle of 'home first', for a number of services it is more appropriate to deliver them from a community resource facility either in multi-functional spaces or clinical consultation / treatment rooms;

Hospital based secondary care

- (x) it is anticipated that the strategic sites will impact on hospital facilities at UHW and UH Landough, but it is not possible accurately predict infrastructure requirements at this stage. What is clear is that service delivery will change with the aim of making services more accessible, which could include the provision of a greater range of services in community based facilities;

Future Service Delivery

- (xi) in health care planning it is important to take account of critical mass and the need to provide a cohesive and integrated model of care and for this reason it would not be a practical or sustainable solution to deliver a health care facility within each of the 3 sites;
- (xii) The preferred solution to address the need is to provide permanent GP practice facilities within Pentyrch (for Site E) and to develop an integrated health and social care hub within the district centre of Site C - a large scale GP practice integrated within a shared use facility that would cater for health and wellbeing needs and provide opportunities for integration with local authority and third sector services. Options that facilitate the rental of retail units by pharmacy providers and opticians should also be pursued;

- (xiii) It is estimated that 2,233m² floorspace is needed for a standalone health facility (+ car parking) - equivalent to a 0.52 hectare site if built over 2 floors - to deliver GMS services for sites C and D, and community services for C, D and E, and 1,413m² to deliver such a facility within a shared community centre (if built over 2 floors).

6.16 The **Director of Public Health, Cardiff and Vale University Health Board** provides extensive comments on the actual or potential health risks from environmental exposures to chemicals, noise and extreme environmental effects such as flooding, summarised below. Most of the comments simply report the detailed findings of the ES and these are not restated.

- (i) The overall conclusion is that public health impacts are considered to be low and they have no grounds for objection;
- (ii) There is the potential for short-lived nuisance issues during the construction phase requiring a comprehensive environmental management strategy to minimise dust and noise levels;
- (iii) The development should not significantly impact on local air quality assuming the vehicle movement assumptions are correct. It is important to appreciate that the assessment is based on modelled predictions and the LPA should check and confirm these assumptions are correct. It is important that this development and others are kept under assessment to ensure they do not significantly increase the burden on local air quality;
- (iv) They do not anticipate this development to present any long-term public health impacts;
- (v) The Authority is advised to check that the applicant has followed the correct technical guidance in assessing the impact on local air quality, as they understand the guidance used (LAQM TG9) has been superseded (by TG16);
- (vi) Based on a worst case scenario the impacts for nearby residents from the impacts of local traffic are unlikely to adversely impact on public health;
- (vii) There is the potential for construction dust from this development and that of the wider site to affect each other and it is important that appropriate mitigation measures are implemented;
- (viii) With regards the travel plan, it would be useful to liaise with the Health Board to integrate, co-ordinate and strengthen messages around active travel to deliver the co-benefits of air pollution mitigation and improved public health. The effectiveness and impact of the Plan should be monitored and evaluated;
- (ix) With regards noise impact, planning conditions should incorporate the recommendations of the noise assessment so as not to cause annoyance to residents living in the proposed development;
- (x) The LPA should seek advice from NRW, highways authorities and sewerage undertakers on techniques available for sustainable drainage and their suitability. The storage of surface water must be sized to attenuate the excess volume of surface water runoff;
- (xi) The LPA should consider the application in light of current and future planning development within the vicinity, which will potentially have an impact on local air quality and the authority will need to consider the implications of this on baseline air quality. There will also be implications for background noise.

6.17 **Dwr Cymru Welsh Water**, in their initial comments provide the following summarised advice:

- (i) Sewage Treatment - The development would overload the Waste Water Treatment Works and no improvements are planned by DCWW. The applicant was informed during a pre-app enquiry that further assessment is required to determine what upgrades are required. Whilst confirming that they have received the instruction to commence the work, they **object** to the application on grounds of prematurity in the absence of a known solution;
- (ii) Water Supply – the site is crossed by a 24inch distribution watermain, for which DCWW as Statutory Undertaker has statutory power to access at all times. Advice is provided in respect of Conditions for Development near Watermains. Amongst other things, this states that no structure is to be sited within a min distance of 5.5m from the centreline of the pipe. A plan is provided showing the approximately location of the watermain.

6.18 In response to the amended plans submission, Dwr Cymru Welsh Water provide the following advice:

- (i) *Sewerage – The applicant has engaged with us to review alternative points of connection to the public sewerage system. The applicant has confirmed their intention to drain foul flows in an Easterly direction from the site to the public sewer network that eventually drains to our Cardiff Bay Waste Water Treatment Works (WwTW). We have assessed this proposal and we are satisfied that adequate capacity exists to accommodate the proposed development. Based on discussions with the applicant that the development will not drain to our Rhydlarfwrdd WwTW no problems are envisaged at Cardiff Bay Waste Water Treatment Works, to which the development will drain, for the treatment of domestic discharges from this site. We can therefore remove our objection. We request that if you are minded to grant planning consent that the Conditions and Advisory Notes listed below are included within any subsequent decision notice.*
- (ii) Conditions are recommended: to require that foul flows communicate with the public sewer in Clos Parc Radyr at manhole ref ST13791904 unless otherwise agreed with Dwr Cymru Welsh Water, to require that no surface water and/ or land drainage shall be allowed to connect directly or indirectly with the public sewerage network, and to prevent development within 6m either side of the centreline of the public sewer. Advice is provided with respect to connections to the public sewer network.

DCWW confirm that they are happy with the conditions, noting that their understanding is that surface water will drain to watercourses, such that a plan to demonstrate this is sufficient for them to support any discharge of condition.

6.19 **Network Rail** provide the following response in relation to both the initial and amended submission:

- (i) They will offer no objection providing that traffic flows will not materially increase during construction and operational stages at adjacent level crossings, particularly St Fagans crossing and, where traffic is forecasted

or materially increases, the development makes provision to finance measures to mitigate level crossing risk incurred;

- (ii) Conditions are required to ensure the developer undertakes further studies to model/examine the impact on the St Fagans level crossing at various phases/stages, monitors vehicle flows at the crossing following implementation, implements any necessary mitigation and ensures construction traffic routes do not include St Fagans level crossing;
- (iii) Request s106 obligation for infrastructure enhancements and to improve accessibility (e.g. cycle routes, storage), public transport access at Radyr and Danescourt Railway Stations.

6.20 **Radyr Golf Club** confirms that they have no observations to make.

6.21 **Welsh Historic Gardens Trust** advise that the plans do not seem to generate objections regarding the need to respect the historic landscape, noting that there are other issues that have been commented on that are beyond their remit.

6.22 **The Vale of Glamorgan Council** confirms that they do not wish to make any observations.

6.23 **Rhondda Cynon Taf County Borough Council** (RCT CBC) forward a copy of a report presented to their Development Control Committee on 19th May 2016 and provide the following comments in respect of the initial submission:

- (i) RCT CBC accepts the need to provide additional housing within Cardiff;
- (ii) RCT CBC is concerned that applications 14/-02188/MJR, 14/02733/MJR and 16/00106/MJR do not appear to be proposing any specific measures or contributions for improving links to Rhondda Cynon Taf, required to accord with Policy KP2(C) of the adopted LDP;
- (iii) In the absence of such proposals, RCT CBC object to these planning applications in their current form and requests that the City of Cardiff Council negotiates the provision of a proportionate financial contribution or physical works within RCT to protect public transport journey time reliability, prior to the determination of these applications in order to remove these objections;
- (iv) It is suggested that it would be appropriate for the developments subject of the four applications 14/0852/DCO, 14/02188/MJR, 14/02733/MJR and 16/00106/MJR to provide between them for improvements in the area of the Castell Mynach Junction in order to mitigate the impacts of these developments, and provide measures to improve linkages into RCT in compliance with Policy KP2(C);
- (v) The works would include: a new bus-only southbound carriageway between the A4119/School Road Junction and Llantrisant Rd, a new signalised junction at the A4119/School Road Junction, improvements to the Llantrisant Rd and School Road Junctions, including the provision of bus lanes and increasing the size of right hand turn lanes and active travel works, the cost of which are estimated to be £3,536,584 to be secured via s106 Agreement. It is considered a matter for CCC and the Applicants how this provision is divided between the development proposals, but

recommend that officers from CCC should contact them to discuss details of the scheme;

- (vi) The works are considered to meet section 122 of the Community Levy Regulations 2010 as follows:
- *They must be necessary to make the development acceptable in planning terms* – it is considered that traffic generated cumulatively by the four proposals would have a significant impact on the A4119 corridor and these proposed improvements would ease congestion caused by them and are considered necessary to make the development acceptable in planning terms
 - *They must be directly related to the development* - it is expected that a considerable amount of traffic generated cumulatively by the four proposal will travel through the Castell Mynach Junction and therefore the works are considered directly related to the development
 - *They must be fairly and reasonably related in scale and kind to the development* – as these four applications propose up to 8060 houses in total and a further 630 houses on Strategic Site C have been resolved to be approved, with no proposals to mitigate the traffic impacts on RCT, these improvements are considered to be fairly and reasonably related in scale and kind to the development.
- (vii) Any bus services that will be provided as a result of the development should not be limited to running between the sites and Cardiff City Centre. It is considered that in order to comply with policy KP2(C), investment should be made in extending such services as part of a regional route to Talbot Green Bus Station, which is a key transport interchange for RCT. This would support public transport use to and from the development sites and it is requested that CCC negotiate this provision with the developers.

Any comments received in response to the amended plans/ further information will be reported as a late representation.

6.24 **St Fagans Community Council**, in their initial comments, object to the application on the following summarised grounds:

- (i) Asks that the Community Council see the draft s106 before it is finalised
- (ii) The application is premature, in that it is an isolated greenfield site that includes no provision for supporting facilities and assumes the existing communities will provide the necessary services until the development of adjacent SSC. The development would not be sustainable and permission should not be granted until supporting facilities are provided within walking/ cycling distance of the site
- (iii) Transport facilities are inadequate, in that the application makes no attempt to achieve a 50/50 mode split, adding to existing congestion on Llantrisant Rd through Llandaff to the city centre, which is unacceptable
- (iv) In the event that the Council is concerned that refusal will lead to an appeal, they recommend the Council enter into a robust s106 agreement, with input from Community Councils to achieve a significant contribution to necessary infrastructure and community facilities to mitigate the harm to their communities.

- 6.25 **Marshfield Community Council** advise that, owing to the lack of infrastructure, the development would increase the traffic burden on an already problematic M4 and complex Culverhouse roundabouts on the A48.
- 6.26 **Pentrych Community Council** object to the application on the following summarised grounds:
- (i) The application is premature - it is out of step with the development of SSC as it is a stand-alone site with no on-site facilities, relying on the presence of neighbouring settlements for the provision of supporting facilities;
 - (ii) There are no bus routes directly linking the development with neighbouring facilities, making the 50:50 mode split impossible to achieve and exacerbating congestion on Llanrisant Rd;
 - (iii) The application is not sustainable - it is an isolated greenfield site, which will eventually link to the remainder of site C, but does not provide the necessary infrastructure;
 - (iv) The community council is concerned that the progress of development will be allowed to be driven by the developer, instead of robustly applying s106/CIL notices to include the necessary infrastructure and facilities from the start. Urges Cardiff Council to set the pace of developments and not allow it to be dictated by the developers.
- 6.27 No responses to date have been received from the Garden History Society, the Welsh Historic Gardens Trust, Radyr & Morganstown Community Council and Western Power Distribution. Any comments received will be reported as late representations.

7. **REPRESENTATIONS**

7.1 **Cllr Thomas** objects to the application on the following grounds:

- (i) *Further residential developments along Llanrisant Road are not supported by any improvements on the transport network. The A4119 is already heavily congested going into Cardiff various points including at Radyr and Llandaff. This is a single lane road and cannot support any more traffic. Other arterial corridors north west of Cardiff suffer from similar problems. This is compounded by the fact other planning applications are already in process, some much larger than this one, at various other of the points are on the same road. We don't seem to have sound transport plan for the NW of Cardiff;*
- (ii) *There is little capacity of surrounding schools, they won't be able to absorb this many more new families. Have the school's been consulted on this? Again a wider education strategy is required here;*
- (iii) *In relation to the neighbouring Plasdwr application, how are the two integrated. Are the numbers in this application considered when activating trigger points for key infrastructure such as doctors, community centres, dentists, schools and libraries? Plasdwr is rightly to be phased with infrastructure triggers. But this separate development must be included in those triggers or no supporting infrastructure will be available;*

- (iv) *Access needs to be resolved as this stretch is a frequent accident spot and soon to made a 40 mph limit further down around Rhydlafar.*

7.2 14 letters of objection were received in response to the **initial public consultation** (by means of site and press notice, and letters to neighbours and other interested parties) from residents of Llantrisant Rd, Penrhos, Nant y Ffynnon, Firs Avenue, Bishop Hannon Drive, Ashdene Close, Heol Isaf, St Fagans Drive and 1 of undisclosed address and the Llandaff Society, the Danescourt Community Association and Nathaniel Lichfield & Partners on behalf of the Trustees of St Fagans No 1&2 Trust, Trustees of St Fagans No 3 Trust and Redrow Homes Limited. The objections raised have been taken into consideration and are summarised as follows:

Process / Approach / Principle of development

- (i) the Council have been secretive about their intentions for the area;
- (ii) prematurity and piecemeal approach, in light of the absence of any employment, education, health, community or additional transport facilities. The proposal is dependent on the delivery of physical and social infrastructure that forms the remainder of Plasdwr, which is the subject of application 14/02733/MJR. The application is wholly unsustainable and contrary to the LDP in the absence of the development of Plasdwr, and cannot be granted in advance of Plasdwr;
- (iii) Goitre Fach Farm is isolated and essentially development in the open countryside, and cannot be compared with the other early phases of Plasdwr (14/02157MJR and 14/02188MJR);
- (iv) despite concerns raised at the Examination of the lack of phasing and strategic transportation planning underpinning the LDP, objectors were advised that the development management and monitoring systems would deal with the issues - the Council should demonstrate this by refusing the application;
- (v) the site is the only part of the allocation not controlled by the Applicants for 14/2733MJR. The approach to design and layout must be consistent with strategy for Plasdwr to deliver the vision embodied in KP2 – an inconsistency risks a substandard form of development and risks prejudicing the ability of Plasdwr to deliver a step change in travel patterns;
- (vi) there are already too many houses to be built under the Plasdwr scheme which will overload the current infrastructure;
- (vii) the infrastructure and community facilities to support the new housing must be put in place first;
- (viii) if approved, a major contribution to off-site infrastructure must be negotiated, including health, public transport, education, community facilities, off-site footpaths and cycleways;
- (ix) conflict with Plasdwr phasing proposals- the site is shown in the last phase of the Plasdwr proposals, but if approved the application could commence this year. The Plasdwr phasing is based on early phases being connected to existing communities to the east;
- (x) the Environmental Assessment provides a cursory overview of many important matters. Only a limited assessment of operational and cumulative impacts has been undertaken.

Socio-economic matters

- (xi) understands the need for affordable housing;
- (xii) the development is being sold on a promise of the delivery of affordable housing, with a query as to whether there is a list of numbers of houses being built in each price band;
- (xiii) lack of provision of community facilities and impact on local schools, health and other facilities;
- (xiv) local schools are operating beyond capacity. The school permitted as part of Llantrisant Rd North and South is not intended to accommodate the need from Goitre Fach Farm. If permitted, contributions would need to be directed to the delivery of planned new schools forming part of Plasdwr, but these cannot be fast tracked;
- (xv) the proposal is reliant on the formal open space proposed as part of Plasdwr;
- (xvi) impact on social structure of established communities and community values – new estates will become unmanageable with no sense of community;
- (xvii) increase in crime, with increasing cost of car and home insurance and policing;
- (xviii) increased cost of street cleaning, road maintenance, refuse collection;
- (xix) decrease in property values, especially for those who will lose their view of open countryside.

Design, Heritage, Countryside, Landscape, Agriculture, Soils, Ecology, Water

- (xx) the plan must be rejected until proper consideration is given to its environmental impact and dismay at the indifference to its impact;
- (xxi) the area is designated as green belt;
- (xxii) greenfield sites are being used when there are brownfield sites nearby;
- (xxiii) impact on woodland, biodiversity and protected areas;
- (xxiv) the supporting documents suggest very high bat activity requiring a full investigation to identify the species and required protection level to afford to their habitat;
- (xxv) attention is drawn to Council's duties to conserve biodiversity under section 40 of the NERC Act 2006 and to achieve well-being goals, including those relating to a biodiverse natural environment under the Well Being of Future Generations (Wales) Act 2015, and the duty under the Environment (Wales) Act 2016 which replaces the NERC duty. Concern that it is hard to see how the authority will be able to demonstrate compliance with its biodiversity duties – token green patches on the margins of developments is not a credible way of enhancing biodiversity;
- (xxvi) concern that populations of endangered species are assessed as being of no more than site value, noting that if 'site' populations are not saved the national population will be lost;
- (xxvii) loss of agricultural land needed for food production and harm to nature that depends on it to the detriment of biodiversity;
- (xxviii) the grassland on the site, acknowledged to be of up to county value, are priority habitats listed under s42 of the NERC Act. The hierarchy for protecting such habitats is to avoid, mitigate and lastly compensate.

Little attempt is made to avoid impacts while mitigation delivered through enhancement within the 15m buffers to the woodland is likely to be limited. Concern that the Council might consider a financial contribution towards the management of other grasslands in the area. The grassland would have contributed a significant portion of the green open space allocation for the wider site and forming possibly the most important component of the GI strategy for Plasdwr. The desire to enhance the immediate supply of housing does not outweigh the loss of county value grassland given the deliverability of housing numbers across the wider Plasdwr allocation, which will not have such sensitive habitat impacts. It is not necessary for the grassland habitat to be developed to meet the housing trajectory set out in the LDP for the strategic site. There is insufficient detail on the mechanism for delivering appropriate and proportional off-site compensation;

- (xxix) the impact on the tree stock has not been adequately assessed. A number of high and moderate quality trees will be removed and there is a failure to adequately mitigate for hedgerow and woodland copse losses. Plans also show conflict within the root protection area of a high quality tree. This suggests the tree constraints information has not informed the design and layout of the scheme;
- (xxx) there is no attempt to robustly quantify the extent of habitat loss with inadequate provision for habitat creation to mitigate/compensate;
- (xxxi) the masterplan and green infrastructure strategy does not reflect that of Plasdwr and is contrary to the Schematic Framework for Site C;
- (xxxii) there is no commentary on Historic Landscape Character or its value, and the assessment of cumulative impact is questionable;
- (xxxiii) a comprehensive assessment of soil quality of the site is needed due to the discovery of sink holes on land very close to the site in Radyr - without it the suitability of the land for development is questioned and any future foundation issues for potential residents would need to be compensated by both the developer and Cardiff Council;
- (xxxiv) the effect on surface water run off needs to be addressed in a detailed way taking into account the sites regional situation due to flooding in St Fagans, Peterston-super-Ely and Radyr, considering potential risk factors rather than cost effective methods;
- (xxxv) disputes the statement that NRW maps show limited evidence of overland flooding and that it is not considered to be a risk, given the numerous occasions of flooding in adjacent villages;
- (xxxvi) disputes the statement that there have been no reported incidents from sewers adjacent to the site and that this is not considered to be a risk, noting that there are serious issues with sewers connecting to the site e.g. the M4 underpass at the end of Heol Isaf and Main Road;
- (xxxvii) the original LDP for the area showed two out of the three fields on this application as part of the allocated green area;
- (xxxviii) Fig 10 of the Plasdwr plan (14/02733MJR) shows the figures for the site crossed out;
- (xxxix) the drainage for the site discharges into a stream that crosses Rhydlaf Farm, Llantrisant Rd and they have not been consulted on this.

Highways, Transportation, Safety, Air Quality, Noise and Vibration

- (xl) an isolated greenfield site should not be granted permission before substantial progress is made on providing supporting facilities within walking/cycling distance on the adjacent mixed use site, as it will otherwise lead to car use and be unsustainable;
- (xli) the application should be refused on grounds of the absence of a comprehensive public transport strategy for North West Cardiff and the lack of detail provided - the Council's policy of providing a few bus lanes is inappropriate given bus travel is declining;
- (xlii) the Council aims to achieve a 50/50 mode split - without suitable bus or train services most residents will use private cars;
- (xliii) the Transport Assessment is misleading. Walking distances to existing services and facilities are not accurate. There are no projected flows for pedestrians, cyclists, bus, rail or car passenger trips;
- (xliv) the TA fails to acknowledge that gridlock exists on Llantrisant Rd between Waterhall Rd and Western Avenue;
- (xlv) disputes the traffic impact assessment -300 cars will travel from the site at peak hours;
- (xlvi) disputes claim that there are 'numerous opportunities for sustainable travel', that 'with appropriate mitigation the development will have a negligible residual effect on the highway network';
- (xlvii) bus travel is overstated, and the TA misleading in respect of bus frequency and journey times and there is no evidence that bus provision will not improve as claimed;
- (xlviii) rail travel is overstated - all am peak period trains leaving Radyr station are already overloaded, parking provision at the station is already insufficient, and car journeys to the station would get stuck in traffic;
- (xlix) disputes that any cyclists would divert to Radyr or Danescourt stations rather than continue by bike;
- (l) lack of infrastructure or plan to alleviate extreme congestion;
- (li) unacceptable increase in congestion along the A4119, through Llandaff to City Centre, on Crofft y Genau Rd to Culverose Cross and the A4232, noting that the additional traffic planned as part of Plasdwr development will already overload the existing infrastructure in the area
- (lii) significant impact on road safety, especially child safety;
- (liii) the design of the access will require significant improvements to Llantrisant Rd appropriate to the National Speed Limit, including right hand turn, acceleration, deceleration lanes and visibility standards, noting the Manual for Streets is not applicable – the whole of Llantrisant Rd must be addressed not just sections;
- (liv) transport infrastructure must be in place prior to commencement;
- (lv) the footway along the Southern side requires widening to 2.2m to allow safe use;
- (lvi) the treatment of Llantrisant Rd must be guided by planned growth during the LDP period and also by the only potential future direction of growth to the west, identified through the flexibility sites, including land to the north of Goitre Fach Farm which will likely be accessed from Llantrisant Rd in proximity to Goitre Fach Farm. Llantrisant Rd must be future proofed to accommodate the future growth needs of the City, including a dedicated southbound bus lane where necessary;

- (lvii) there is a single point of access and whilst a second may come forward as part of the remainder of the site, it does not benefit from planning permission and calls into question whether the remainder of the site needs to be put in place first;
- (lviii) the priority junction conflicts with the strategy for Llantrisant Rd which includes a number of signalised junctions and there are no bus priority measures which is at odds with the ethos of Plasdwr – Goitre Fach Farm forms part of Plasdwr and needs to contribute towards the objective of the internalisation of trips and a step change in the use of sustainable transport. The junction is over engineered to maximise the convenience of the car driver over other modes. The junction should be signalised, with bus movements prioritised;
- (lix) the level of sustainable transport measures are not sufficient;
- (lx) the layout of Llantrisant Rd along the Barratt frontage does not reflect that along the Redrow frontage at Land North and South of Llantrisant Rd meaning that the pavements and cycle lanes will not align;
- (lxi) there are no details of how the cycle route would connect to the network associated with Llantrisant Rd North and South in the absence of the remainder of Plasdwr coming forward;
- (lxii) whilst a commitment is made towards Site C sustainable transport measures, the application must demonstrate how it will deliver a sustainable transport strategy which can be realised independently of Site C unless it is agreed that it can only come forward once the remainder of Site C is developed;
- (lxiii) increase in noise, air and environmental pollution levels, including in Llandaff Air Quality Management Area;
- (lxiv) blight from construction traffic and disruption from noise and dust;
- (lxv) notes the doubts expressed by the Air Pollution officer in respect of the minimal impact on traffic made claimed in support of 14/2157MJR and concerned to note the only benefit was a small contribution to monitoring air pollution rather than any measures to prevent it. Disagree with any judgement that this is sufficient to meet the Council's well-being and public health responsibilities.

7.3 4 objections / representations were received from residents of Ashdene Close and Llantrisant Rd, the Llandaff Society and Nathaniel Lichfield & Partners on behalf of the Trustees of St Fagans No 1&2 Trust, Trustees of St Fagans No 3 Trust and Redrow Homes Ltd in response to the consultation (by means of site and press notice, and letters to neighbours and other interested parties) on the **amended submission**. These reflect objections previously raised, which are not re-stated. The new objections raised have been duly considered and are summarised as follows:

Process / Approach / Principle of development

- (i) the changes and further information does not alter the fundamental problem that the proposal is unsustainable, premature and out of accord with LDP Masterplanning policy and national policy in that it comprises only housing and local open space and would be built in advance of any locally-accessible education, community or health facilities, and should be refused on this basis;

- (ii) the Applicants have not given a credible response to action points raised in the Council's 'Issues to be Addressed' document, with no plans for development other than housing, open space, landscaping and access on this site;
- (iii) the site is physically removed from existing facilities as well as the initial phases of the Plasdwr development and this is likely to remain the case for several years. The phasing plan includes a logical phasing from east to west that allows for proper connectivity from phase to the next, to deliver the Council's required modal shift and internalise sustainable movement within the site as far as possible and ingrain sustainable travel behaviour from day one. The Plasdwr site should be built from the city outwards, not from the outer edge inwards;
- (iv) provision of a link to the rest of Site C – parts of which may not be developed for decades – would not overcome the problem of lack of local facilities;
- (v) the revised information has addressed some of the issues raised in their previous representation, but the application still fails to adequately address important matters relating to comprehensive planning of the Plasdwr application with respect to transportation, ecology and planning obligations;
- (vi) welcomes fact that the Council is conscious of the need to secure early delivery of housing, including in Plasdwr, to assist in achieving a five year land supply of housing, but this should not outweigh the objective of securing sustainable development embodied in PPW and the Well-being of Future Generation (Wales) Act 2015. There are other ways of achieving a five year land supply, including expediting the Plasdwr Outline Planning Application and Reserved Matters on additional phases of land that reflect a more logical phasing of the scheme. The proposed Planning Performance Agreement will hopefully lead to an accelerated turn around on future reserved matters applications and in discharging conditions;
- (vii) NLP's client wishes to be reassured that there has been a consistent approach to planning obligation requirements; Goitre Fach Farm must make an equitable contribution towards the site's wider delivery in respect of advanced physical infrastructure works, community facilities and affordable housing;
- (viii) whilst it is accepted that the proposal can not be expected to make full provision of facilities on its site, to be equitable, the calculation for off-site contributions must take account of the fact that NLP's client has to make good this provision on their land, including the capital cost of provision and making land available that could otherwise be used for residential development. s106 contributions need to take account of land costs as well as capital/ maintenance costs. Residents on the wider Plasdwr site will be funding maintenance costs via a Community Trust which would not apply to Goitre Fach residents, yet the assumption being made is that they would have access to these facilities;
- (ix) it is unclear what assumptions are being made about access to education facilities or current levels of capacity. It is unclear whether the new primary school to be provided by the initial Redrow application and

which may not be available until four years into the development has been taken into account;

- (x) NLP request that the application is held in abeyance and considered after their client's Outline application for the main Plasdwr site.

Design, Heritage, Countryside, Landscape, Agriculture, Ecology, Water

- (ii) the occupier of Rhydlaf Farm strongly objects to the inclusion of their land as a 'potential off-site receptor area that provides suitable reptile habitat', noted on Figure 5.5 'Reptile Mitigation' of the ES Vol 2 on grounds that they refused to agree to this;
- (iii) with regards the proposal that 'woodland area previously cleared provides potential habitat', identified on Figure 5.5 'Reptile Mitigation' of the ES Vol 2, notes that this area of woodland has been harvested and replanted in sympathy with the undisturbed woodland, contrary to the impression given by the term 'cleared';
- (iv) query as to who will be responsible for maintaining open areas, particularly those designated as ecologically sensitive;
- (v) no objection to the general approach of providing 3ha of compensatory grassland to address on site loss of habitat, but raises concern over the lack of clarity of where this is to be delivered and that one of the alternative sites put forward seems to be on NLP's clients land, yet there has been no approach from the Applicant;
- (vi) the application proposes pedestrian links to the adjacent woodland Coed y Trenches, owned by NLP's clients and which is contrary to the Plasdwr comprehensive Green Infrastructure strategy of limiting access to this ecologically sensitive woodland, whilst allowing for managed access to the less sensitive woodland at Coed y Gof, demonstrating the need for the application to follow an agreed comprehensive plan for the wider site;
- (vii) the scheme should provide 6% of the public open space across the wider site - 1.8ha, including 0.9ha of formal recreational space. 2.4ha is proposed, but it is not clear how much is useable and there appears to be only 0.2ha of formal public open space.

Highways, Transportation, Safety, Air Quality, Noise and Vibration

- (xi) the extension of suburban bus route no 62 would be unsustainable
- (xii) the proposal has no direct pedestrian or cycle links to community facilities in Radyr or the initial phases of Plasdwr. The piece of cycleway provided would go nowhere and would not provide an effective cycling route for many years until development occurs to link this site to the urban edge;
- (xiii) there is no provision for bus lanes at the junction, contrary to the Council's requests in respect of Plasdwr, with concern expressed that this would undermine the Council's strategy for this important public transport corridor;
- (xiv) the design for Llantrisant Rd should be future proofed. It would be unacceptable to expect the landowner of Plasdwr to have to rectify capacity problems in the future as a result of inadequate provision. It is suggested that, as a minimum, the site should incorporate a bus lane;

- (xv) Further clarification is sought in respect of improvements to bus services along Llantrisant Rd.

8. **ANALYSIS**

8.1 The key issues for consideration are:

(i) The principle of development of the site

8.2 Following the adoption of the Local Development Plan (LDP) in January 2016, the application site now falls within the settlement boundary and forms part of Strategic Site C (North West Cardiff), allocated in the LDP under policies KP2 and KP2 (C) and defined on the Proposals Map. As such, the principle of the development of this greenfield site is firmly established. The site does not constitute countryside under the LDP definition, set out in para 5.68 of the LDP ('land located outside the settlement boundaries as identified on the LDP Proposals Map'), such that objections received on grounds of loss of countryside could not be sustained.

8.3 Third parties have objected to the application on the grounds of prematurity, if delivered in advance of application 14/02733/MJR relating to the substantive area allocated as Strategic Site C, citing a lack of supporting infrastructure, the site's isolated, unsustainable location and conflict with the LDP masterplanning principles. Careful consideration has been given to these issues. It is concluded, on balance, that that the site can be brought forward ahead of the main application for the following reasons:

- i) the site forms part of a strategic site allocated site in the LDP;
- ii) the application is consistent with the phasing of the wider site required by policy KP2(C), forming an initial phase 'along Llantrisant Road';
- iii) with regards the delivery and phasing of supporting infrastructure, detailed comments are provided by the relevant service areas and further below, which demonstrate that the application will make appropriate provision for the required range of social and community facilities and other infrastructure;
- iv) Education Services has no objection and have recommended a schools strategy for the site that is not dependent on the delivery of schools on the wider site, based on the use of financial contributions for the enlargement of Pentyrch Primary School and Radyr Comprehensive school, and contribution to expand Welsh-medium primary and secondary school provision on a site to be determined with contributions also sought to acquire land;
- v) The strategy for community facilities would not be dependent on the wider site for its delivery and accords with policy KP2(C), in that it provides for contributions to the 'upgrading of Fairwater Leisure Centre'. It also provides the potential for contributions to be used towards improving facilities in the local ward (Creigiau /St Fagans), following the same approach taken in respect of application 14/02188/MJR Land South of Pentrebane Rd;
- vi) With regards the provision of formal open space, Parks Development are content with the POS provision, notwithstanding the fact that the formal recreational requirement is not met, given the overall POS requirements

are exceeded, and the provision of a kick-about area and LEAP. In line with the masterplanning approach, the on-site LEAP would also benefit future residents on the wider site, taking into consideration a LEAPs 400m catchment, which would extend into Plasdwr. A contribution towards the provision of allotments on the wider site would be secured via a s106 agreement, as noted in Section 9. Whilst this is dependent on the wider site, any delays to the delivery of the 6.6 plots would not provide sufficient grounds for refusal of the application in this instance, noting that a similar approach was taken in respect of application 14/02188/MJR;

- vii) With regards highways and transportation infrastructure, the Operational Manager, Transportation has concluded that, overall, the proposals and package of mitigation measures are sufficient for the proposal to come forward in advance of the wider site;
- viii) The site is located along the A4119, defined as a strategic bus corridor in the LDP and identified on the LDP Proposals Map as a route for 'Strategic Bus Corridor Enhancement' (policy T2), and provides for a range of densities, consistent with KP4 (i)2;
- ix) The site has been planned in a comprehensive and integrated manner, with respect to movement. A direct vehicular, pedestrian and cycle link into Plasdwr, consistent with the Spine Road treatment proposed by the Council across the strategic sites, would be secured by condition. It also contributes to the provision of an integrated network of pedestrian routes, via multi-functional and connected green corridors through the site and into Plasdwr and provides a link into the wider PROW network to the north (KP4 (i) 1, 3, 4, 7, 8);
- x) The application's approach to Llantrisant Rd, as amended, is consistent with that being promoted by the Council for the wider site, with its signalised junction, segregated cycleway (forming part of the 'super cycleway'), segregated footway, the provision of bus stops and a contribution to extend local bus services, together with a contribution to the emerging North West Cardiff Transport Programme (KP4 (i) 3, 4);
- xi) Importantly, the main access into the site has been designed to be available for all traffic in the short term, but - at Transportation's request and with minimal changes - will be capable of being converted to a 'bus gate', to be used for buses and emergency vehicles only, should this be required by the Council in the future, as part of wider traffic management measures for, and to the benefit of, the wider site (KP4 (i) 3, 4). In this way, the proposal could also help deliver wider transportation benefits at a future date in conjunction with the implementation of the wider strategic site, responding to the KP2 C policy requirement with respect to Rapid Transit Corridors and bus priority;
- xii) Whilst the provision of segregated cycle and footways along the site frontage is welcomed, third parties have objected to the application on grounds that there are no proposals, as part of this application, to provide a continuous route along Llantrisant Rd and to link these to local facilities in the area. The Operational Manager, Transportation has advised that the existing footway provision is accepted as representing an interim measure/solution until the relevant phases of the wider Strategic Site C come forward. A condition is recommended to require further amendments to the proposed junction to allow for the safe transfer of

cyclists from the proposed segregated cycleway onto the existing carriageway, as an interim situation prior to Strategic Site C linking to the carriageway;

- xiii) The site's relatively isolated location is acknowledged, which can be contrasted with other applications (14/2157MJR and 14/2188MJR) that have been considered and approved in advance of the main application 14/02733MJR, which are located adjacent to existing communities. Moreover, it is not accepted that the site is located in a 'highly accessible' location, as asserted by the Applicants. However, the differences in accessibility to local facilities between these applications are not so materially different as to justify refusal of the application on such grounds, taking into consideration the benefits arising from the newly opened Spar convenience store and Costa coffee concession at Rhydlafar Drive and the wider mitigation measures;
- xiv) This is the only application on strategic site C that is not submitted by Redrow Homes Ltd, the Trustees of St Fagans No 1 & 2 Trust, and No 3 Trust, and the Applicant advises that the site is immediately available. The LDP recognises that the scale of the site allows numerous outlets to be operating at any one time in different parts of this large site and that this will provide a wide range and choice of housing and opportunities for a variety of tenures (para 4.53);
- xv) The development of this site will help deliver the required level of housing growth at the required rate;
- xvi) Importantly, Cardiff's 2016 Joint Housing Land Availability Study has identified a housing land supply of 3.8 years in Cardiff at 1st April 2016. This is below the 5-year requirement set out in PPW and TAN1. It is noted that in instances where the Council lacks a five-year supply of land for housing, the need to increase supply should be given "considerable weight" when considering planning applications (TAN1; para. 6.2):
"The housing land supply figure should also be treated as a material consideration in determining planning applications for housing. Where the current study shows a land supply below the 5 year requirement or where the local planning authority has been unable to undertake a study, the need to increase supply should be given considerable weight when dealing with planning applications provided that the development would otherwise comply with development plan and national planning policies".
- xvii) Prior to the adoption of the LDP, appeal decisions highlighted that greenfield sites in the open countryside could be lost to development where there was no up-to-date Development Plan coverage and no five-year land supply. There are risks that the current lack of a five-year land supply may increase pressure to develop sites outside the settlement boundary, contrary to the policy approach set out in the adopted LDP. Any return to the 'planning by appeal' situation experienced prior to the LDP would be very disappointing; ultimately placing the LDP Strategy in jeopardy and undermining the Plan-led system. It is, therefore, all the more important to bring forward sites which accord with the overall LDP strategy to help deliver a 5 year land supply, thereby ensuring that development is effectively managed;

- xviii) This current application forms part of Strategic Site C - one of several key sites in the LDP considered at Examination to make a significant contribution to the delivery of Cardiff's dwelling requirement. This year's JHLAS process has identified that temporary delays are emerging on the majority of strategic sites, to the degree that housing completion forecasts, agreed at the time of Examination, are being pushed back 18-24 months. Obtaining Planning is cited as one of many necessary stages prior to developing a large scheme, and it is therefore vital that no unnecessary delays are introduced by the LPA, which could further constrain the housing land supply in Cardiff, exposing the Council to increased pressure through the planning appeal process, and development on less favourable sites;
- xix) As demonstrated above and further below, the development complies with development plan and national planning policies. The proposal accords with the LDP masterplanning principles (policy KP4) and the key policy for the strategic site (policy KP2 C), satisfactorily reflects the Schematic Framework for the Strategic Site identified as part of policy KP2 (C) and will not prejudice the delivery of either the remainder of the strategic site or the potential delivery of the planned Metro (policy T9);
- xx) It would be unreasonable to delay the application until the main Plasdwr planning application has been determined as it is considered that there are no demonstrable or compelling reasons that indicate sufficient harm to warrant refusal. Moreover, the assessment of the application has now reached a point where it is considered that all material factors, policy implications and issues raised through consultation have now been satisfactorily addressed and there is no reasonable basis to delay the application.

Taking the above into consideration, third party objections put forward on grounds of inappropriate, piecemeal development could not be sustained.

(ii) the loss of agricultural land, including BMV land

- 8.4 The site forms part of the land use allocation Strategic Site C (North West Cardiff). As such, the principle of the loss of the agricultural land and of its use by agricultural users is firmly established and it should be noted that the Department for Natural Resources, Welsh Government have no objection.
- 8.5 So Members are fully informed on this matter, the development of this site would lead to the loss of best and most versatile agricultural (BMV) land. National planning policy on the conservation of agricultural land is set out in PPW (July 2014) and the accompanying TAN 6: Planning for Sustainable Rural Communities (2010). Paragraph 4.10.1 states that land of grades 1, 2 and 3a in the Agricultural Land Classification (ALC) system is the best and most versatile agricultural land should be conserved as a finite resource for the future. The paragraph advises that:
 - 'considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or*

archaeological designation which outweighs the agricultural considerations. If land in grades 1, 2 or 3a does need to be developed, and there is a choice between sites of different grades, development should be directed to land of the lowest grade’.

- 8.6 At the development plan level, KP18: Natural Resources requires development proposals to take full account of the need to minimise impacts on the city’s natural resources, which extends to the protection of the best and most versatile agricultural land.
- 8.7 The site comprises grassland that is let out on a short-term agreement to a local family for horse grazing. The proposal would result in the loss of 5.4ha of Grade 3a agricultural land category (falling within the ‘best and most versatile’ category), the loss of 3.7ha of Grade 3b agricultural land and the loss of its use by users. The objections raised in relation to the loss of agricultural land are acknowledged.
- 8.8 Whilst the grade 3a land is the poorer grade within the best and most versatile category, it is, never-the-less, some of the better land in the area and its loss is identified in the ES as being of minor adverse significance. With respect to the impact on the users of the land, it is noted that the land does not form part of a farming enterprise and the land is currently let out for recreational horse grazing. The farm buildings are derelict. As a result, the effect on farm holdings is assessed to be of negligible significance. Whilst not possible to mitigate the permanent loss of agricultural land, the ES identifies that the soils that exist would be reused sustainably within the development proposals, as far as possible. A condition is duly recommended to ensure the effective use of the valuable soil resource by requiring the submission and implementation of a Soil Resource Survey and Plan.
- 8.9 Taking the above into consideration, any objection on grounds of loss of agricultural land or its impact on the tenant farmer could not be sustained.

(iii) Impact on wildlife and habitats

- 8.10 PPW identifies the following Welsh Government objectives for the conservation and improvement of the natural heritage:
- promote the conservation of landscape and biodiversity, in particular the conservation of native wildlife and habitats;
 - ensure that action in Wales contributes to meeting international responsibilities and obligations for the natural environment;
 - ensure that statutorily designated sites are properly protected and managed;
 - safeguard protected species, and to
 - promote the functions and benefits of soils, and in particular their function as a carbon store (para 5.1.2).
- 8.11 PPW recognises the role of the planning system in creating new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable. It also recognises the importance of minimising or reversing the fragmentation of habitats and improving habitat

connectivity through the promotion of wildlife corridors, whilst ensuring development minimises species and habitat impact (para 5.2.8).

- 8.12 At the development plan level, policy KP16 provides a framework for the protection, enhancement and management of Cardiff's natural heritage assets, including its biodiversity interests. KP4 requires major development to accord with the 'Masterplanning General Principles' including the need to ensure that *'multi-functional and connected green open spaces form strategically important links to the surrounding area to provide routes for people and wildlife and open spaces for sports, recreation and play'* and to *'sympathetically integrate existing landscape, biodiversity and historic features of the site into the development taking opportunities to protect, enhance and manage important features along with mitigation and enhancement measures to provide satisfactory compensatory measures'*. At a detailed policy level, policy EN5 provides protection for designated sites, policy EN6, protection for ecological networks and biodiversity features of importance, whilst policy EN7 provides for the protection of priority habitats and species. Policy EN8 provides for the protection of trees, woodlands and hedgerows for their amenity, natural and cultural heritage value.
- 8.13 The site comprises four irregular shaped grassland fields dissected by hedgerows and scattered mature trees, and a number of disused, dilapidated agricultural buildings. The main habitats present on the site are neutral grassland, acid grassland, marshy grassland, hedgerows, trees, ruderal vegetation, scrub and buildings. The site itself does not include any statutory or non-statutory sites of nature conservation interest. The nearest statutory designated site Ty Du Moor Site of Special Scientific Interest is located approx 0.75km to the west of the site, separated by woodland and open countryside. Cardiff Beech Woods Special Area of Conservation is located approx 2.2km to the northeast of the application site. The next closest European designated site is the Severn Estuary SAC, Special Protection Area (SPA), Ramsar and SSSI, located approx 9.7km to the southeast. With regards non-statutory sites, Coed Y Trenches woodland to the west is designated as a Site of Importance for Nature Conservation (SINC) and Ancient Woodland (AW). The woodlands and part of Radyr Golf course to the north of the site comprise Goed-y-Goetre Site of Importance for Nature Conservation (SINC) and Gwern-y-Cegym SINC, which are both Ancient Woodlands in places.
- 8.14 Consideration of the site has been informed by substantial survey work, including a suite of surveys undertaken by EDP as part of the Plasdwr ES and a range of site specific surveys undertaken on behalf of the Applicant, including bat roost and activity surveys, habitat surveys (walkover and full National Vegetation Classification surveys (NVC) of fields F4, 5 and 6) and badger and reptile surveys. The ecological sensitives informing the assessment of the site include the woodland edge, the copse in the north of the site adjacent to Llantrisant Rd, trees and hedgerows, neutral, acid and marshy grassland, bats (foraging bats with non-breeding roosts confirmed within one of the farm buildings and two trees), foraging and nesting birds (including a tree with a potential barn owl roost), Great Crested Newts (a single GCN was recorded within the site and within ponds located within the potential dispersal distance)

and a small population of slow-worms (a single slow worm was recorded). All the habitats are considered to be of local or site value, with the exception of the marshy grassland, deemed to be of county value.

- 8.15 The ecological sensitivities noted above have shaped the Green Infrastructure (GI) for the site. The proposals, as depicted on the GI and Movement Parameter Plan, the GI Plan, the Illustrative Masterplan, the Revised DAS and ES and ES Addendum, have sought to retain and protect the above species and habitats via a series of measures noted in para 1.10 above, which are not repeated here.
- 8.16 The ES Addendum concludes that, based on the survey work undertaken and with mitigation and enhancement measures in place, there is nothing to suggest that the proposed development would lead to a significant impact on any known protected species or ecological features, with impacts considered to be beneficial at the local level and of minor to moderate significance. It states that the mitigation measures would help ensure no net loss in biodiversity terms and enhancements will aim to increase the overall biodiversity of the site post-development. This conclusion is accepted, taking into consideration the recommended conditions and s106 Heads of Terms, which respond to the comments raised by NRW and the Council's Ecologist. Conditions are recommended to: require the submission of a Construction Environmental Management Plan (CEMP), a Demolition Management Plan, a Green Infrastructure Management Strategy, tree assessments (including Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plans), a Soil Resource Survey and Plan and Landscaping Schemes. Conditions are also recommended to: require fences/means of enclosure to allow the free passage of hedgehogs and other wildlife, to require the incorporation of new bird and bat roosting opportunities, to protect the SINC and nesting birds, to extend the provision of the proposed ecotone beyond the SINC frontage (as proposed) to the southern boundary of the site, as required by NRW, and to require the North South corridor to be 15-20m wide. Furthermore, the CEMP condition includes a requirement to include a 10m wide buffer zone alongside all watercourses within and bordering the site during the construction phase, in line with advice from NRW. The Council's Ecologist, Tree Preservation Officer, NRW and DCWW have agreed the recommended conditions. With regards EPS licenses, NRW have confirmed that they would have objected to the application had they considered there might be issues with being able to issue an EPS license. The conclusion of the Council's ecologist that there is not likely to be any significant effect upon any European site is also noted, as is his support for controlled access to Coedy Trenches to off-set any increase in recreation pressure on the Cardiff Beechwoods SAC.
- 8.17 The Ecologist's concern over the suitability of the proposed reptile habitat and his advice over the need to explore the potential along the south-facing boundary can be addressed through the discharge of the recommended GI Management Strategy condition, worded to ensure on-site provision, and at Reserved Matters (RM) stage. Similarly, his concern that a hedgerow may be

proposed within the outer edge of the ecotone can also be addressed at RM stage.

- 8.18 The majority of existing grassland is to be lost as part of the proposals and this has been the subject of third party objections. 0.8ha is proposed to be retained/enhanced within the application site and the applicant proposes a financial contribution towards the management of 2.2ha of grassland off-site. The Council's Ecologist welcomes the undertaking to fund off-site compensation for the loss of species-rich grassland, noting that between 3 and 5ha of species-rich grassland should be retained/created, in a combination of on and off site areas. The final amount of on-site provision will only be known at Reserved Matters stage following discharge of the recommended Green Infrastructure Management Strategy, and an appropriate level of off-site mitigation will be secured through the s106 Agreement. Parks Services have identified three sites for new grassland - Forest Farm lower meadow (approx 1.5ha), Mayflower Park (between Thornhill Rd and Heol Hir - approx 1.25ha), with Trelai Park making up any balance. With regards the third party objection over the loss of species-rich grassland, an extensive amount of survey work has been undertaken on the grassland, as detailed in the ES. This demonstrates that the survey work undertaken by EDP was not fully informed by detailed survey work, in that they did not complete full NVC surveys at the application site. (The NVC communities they provide in their assessment are approximate and are based on a walk-over survey and not a full NVC survey.) The conclusion of the survey work undertaken on behalf of the applicant is that field F4 is not of sufficient species-richness to be classified as a non-statutory wildlife site and this is accepted.
- 8.19 The other third party comments and objections received in relation to ecology are noted. With regards the third party objection on grounds of the identification of part of Rhydlafr Farm as a 'potential off-site receptor area' for reptiles, a condition is recommended to require on-site mitigation, as noted above, in line with the advice from the Council's ecologist that it should be possible to provide adequate mitigation on-site. The proposed use of Rhydlafr Farm as a reptile receptor site was only proposed as a contingency plan, should the reptile translocation unexpectedly result in more reptiles being moved than the amount of habitat to be provided within the site could support. However, as the amount of reptile habitat currently within the site is so small, (only one slow-worm was recorded during surveys and a net gain in reptile habitat is to be provided, as detailed in the Addendum), no longer detailing the use of Rhydlafr Farm is not significant for the mitigation strategy, nor does it affect the findings and conclusions of the ES Addendum. As noted, suitable on-site mitigation for reptiles will be secured as part of the recommended condition to require the submission of a Green Infrastructure Management Strategy. With regards the objection in respect of the terminology used in describing the northern section of the woodland as 'cleared' and providing a potential reptile habitat, this is not an important issue given the condition to require on-site reptile mitigation.
- 8.20 Taking into consideration the above and subject to the recommended conditions to mitigate potential adverse impacts, the proposed development

would not lead to any significant adverse environmental effects on any known habitats, species or ecological features of value, and should create and enhance biodiversity opportunities. The conclusions of the ES are accepted and the application is considered to be policy compliant. The amended submission is welcomed, with the scheme demonstrating a multi-functional green infrastructure approach, in line with the LDP.

(iv) whether there would be satisfactory provision for open space

- 8.21 Recognising the importance of sport and recreation to our quality of life, PPW advises that the Welsh Government's main objectives include: the promotion of a more sustainable pattern of development by creating and maintaining networks of facilities and open spaces in places well served by sustainable means of travel; the promotion of social inclusion, improved health and well-being by ensuring easy access to the natural environment and to good quality, well-designed facilities and open space; and providing innovative, user-friendly, accessible facilities to make our urban areas more attractive places to live, work and visit (paragraph 11.1.3). PPW also places a duty on LPAs to ensure that adequate land and water resources are allocated for formal and informal sport and recreation (paragraph 11.1.10). PPW promotes the multiple-use of open space and facilities to increase their effective use, and calls for those facilities to be sited, designed and maintained as integral parts of new developments (paragraph 11.2.6).
- 8.22 At the development plan level, policy KP4 requires major development to accord with the 'Masterplanning General Principles', which include the need to ensure that *'multi-functional and connected green open spaces form strategically important links to the surrounding areas to provide routes for people and wildlife, and open spaces for sports, recreation and play'*. Policy KP5 requires all new development to *'maximise[s] the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles'* (criterion v). Policy KP16 provides a framework for the protection, enhancement and management of Cardiff's natural heritage assets and requires proposals to demonstrate how green infrastructure - including open space and play areas, growing spaces - has been considered and integrated into the proposals. Policy KP2(C) requires the provision of a minimum of 30h of open space, including 15ha of formal recreation, 6 playgrounds, 2 teen facilities and allotments sites (2 x 50 plot through on-site and off-site provision) across the strategic site. At a more detailed policy level, policy C5 sets out the requirements in terms of provision for Open Space, including provision for children's play. The Council's 'Open Space' SPG requires the provision of a satisfactory level and standard of open space on all new housing developments.
- 8.23 The application provides for varied outdoor opportunities for children, including private gardens, residential streets and local green spaces, in addition to the provision of a Local Equipped Area of Play (0.22ha) and a 'kick about' space (identified in the illustrative masterplan as 60m x 40m), both of which are located within the central open space to the south and set within a 20m building off-set. The Operational Manager, Parks & Sports, has assessed the on-site open space provision and concludes that there is a general overprovision of

open space (1.99ha), against the required standard (1.76ha). Whilst there is no provision for formal open space, this is accepted on balance, taking into consideration the scale of the site, the overprovision and the proposed provision of a 'kick about' area. Whilst a 60m x 40m kickabout area is proposed, a condition is recommended to seek a *minimum* well drained and level grass area of 45-50m x 30m, in line with advice from the OM Parks & Sports and the potential for conflict with trees proposed to be retained. A condition to require the provision of the LEAP and footways within the ecotone is not required, as they will be 'fixed' through the parameter plan. The provision of public open space will be re-analysed at Reserved Matters stage to ensure that the policy requirements are met with respect to total open space provision. Given there is no formal provision of allotments on-site, a financial contribution is sought for off-site provision on the wider site (see section 9).

- 8.24 With respect to the management and maintenance of open space, the recommended Green Infrastructure Management Strategy requires the submission of details for the management and maintenance of green infrastructure to be submitted for approval, with the future management and maintenance of open space to be secured by s106 agreement (see section 9). Taking into consideration the above and the recommended conditions and s106 Heads of Terms, provision for public open space and allotments would be acceptable.

(v) Landscape and Visual Impact

- 8.25 The conservation of landscape is a key PPW objective for the conservation and improvement of the natural heritage (paragraph 5.1.2). PPW draws attention to the need to have regard to the relative significance of international, national and local designations in considering the weight to be attached to nature conservation interests and advises that LPAs should take care to avoid placing unnecessary constraints on development (paragraph 5.3.2).
- 8.26 At the development plan level, policy KP4 requires major development to accord with the 'Masterplanning General Principles', which include the need to *'sympathetically integrate existing landscape, biodiversity and historic features of the site into the development taking opportunities to protect, enhance and manage important features along with mitigation and enhancement measures to provide satisfactory compensatory measures'*. KP5 requires all new development to *'respond to the local character and context of the built and landscape setting'*. At a detailed policy level, policy EN3 provides protection for the landscape and setting of the City, with particular priority given to protecting, managing and enhancing the character and quality of five Special Landscape Areas (SLAs) present within the Cardiff Council area.
- 8.27 The ES includes an assessment of the impact of the proposed development on landscape and visual amenity. The site is not situated within a nationally designated landscape or within a landscape of outstanding value as defined by LANDMAP Wales, with the St Fagans Lowlands and the Ely Valley Special Landscape Area lying approx 1.5km to the south of the site. The site falls within national Landscape Character Area 35 'Cardiff and Newport' and, at a district level, within LCA 3: Western Lowlands, which is given an overall

moderate level of importance and assessed as having a community level of value. The EIA assesses the site as having a site level value, with the main character features including unimproved pasture, hedgerows, hedgerow trees and derelict farm buildings. The assessment outlines that the site is very visually well contained by woodland to the north, west and south and variations in topography to the east, with greatest visibility being restricted to the immediate vicinity of the site along Llantrisant Rd and two public rights of way. Long distance views of the site are limited, with the main long distance view observed from a single public right of way at an elevated position to the NW of the site. From this location, the site forms a minor portion of an expansive panoramic view and is largely obscured by surrounding woodland.

8.28 The ES concludes that the site is able to accommodate the proposed development. The overall significance of landscape effects with mitigation are assessed as slight to slight/moderate adverse, with the only significant effects to remain being those arising from the loss of pasture and openness within the fields, as well as the loss of the historic field pattern. Overall, the significance of visual effects after mitigation is assessed as slight adverse, with the most significant adverse visual effect being experienced from the PROW immediately east of the application site, which will reduce with the establishment of mitigation planting (to moderate/slight adverse). Mitigation measures will be delivered through the 'fixing' of the parameter plans and recommended conditions, which will secure the retention and management of areas of grassland, the restoration and enhancement of existing hedgerows and new native hedgerow planting, the retention of woodland and a central hedgerow meaningfully with a new green corridor and the provision of public opens space to the south of the site, ensuring the retention and management of a significant group of trees on the site. The conclusions of the assessment are accepted and it is considered that the development would not cause unacceptable harm to the character and quality of the landscape and visual amenity, taking into consideration the above, the recommended conditions and the inevitable effects of the change in land use from agricultural/grazing that would result from the allocation of the strategic site in the LDP.

(vi) Impact on Heritage Assets

8.29 PPW confirms the following as Welsh Government objectives for the protection, management and conservation of the historic environment:

- conserve and enhance the historic environment, which is a finite and non-renewable resource and a vital and integral part of the historical and cultural identity of Wales;
- recognise its contribution to economic vitality and culture, civic pride, local distinctiveness and the quality of Welsh life, and its importance as a resource to be maintained for future generations;
- base decisions on an understanding of the significance of Wales' historic assets;
- contribute to the knowledge and understanding of the past by making an appropriate record when parts of a historic asset are affected by a proposed change, and ensuring that this record or the results of any investigation are securely archived and made publicly available; and specifically to

- protect the Outstanding Universal Value of the World Heritage Sites in Wales;
- conserve archaeological remains, both for their own sake and for their role in education, leisure and the economy;
- safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;
- preserve or enhance the character or appearance of conservation areas, while at the same time helping them remain vibrant and prosperous;
- preserve the special interest of sites on the register of historic parks and gardens in Wales; and
- conserve areas on the register of historic landscapes in Wales (6.2.1).

8.30 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council, in considering whether to grant planning permission for development affecting a Listed Building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. PPW confirms this as the primary material consideration (paragraph 6.5.11). The 1990 Act also places a duty of LPAs to pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area. PPW confirms that preservation or enhancement of a Conservation Area can be achieved either by a development which either makes a positive contribution to an area's character or appearance or leaves them unharmed (6.5.21).

8.31 Paragraph 6.5.5 of PPW notes that the conservation of archaeological remains is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains, whether scheduled or not, and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical preservation *in situ*. In cases involving lesser archaeological remains, local planning authorities will need to weigh the relative importance of archaeology against other factors, including the need for the proposed development. PPW also advises that the effect of proposed development on a park or garden contained in the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales, or on the setting of such a park or garden may be a material consideration in the determination of a planning application (paragraph 6.5.26). With respect to Historic Landscapes, PPW notes that information on the register of historic landscapes in Wales should be taken into account by LPAs in considering the impact of EIA development (paragraph 6.5.27).

8.32 At the development plan level, policy KP17 provides a high level framework to protect, manage and enhance Cardiff's heritage assets. Policy EN9 provides a more detailed development management policy to protect the historic environment.

8.33 The site does not include any designated heritage assets. The ES identifies 7 Listed Buildings located within the 2km study area and the Zone of Theoretical Visibility. Of these, only one is within 1km of the site; the Grade II listed Rhydlafr Farmhouse and the Old Byre, located 200m to the west of the site on

the other side of Coed Y Trenches woodland. There are two Scheduled Ancient Monuments (SAM) within the 2km study area; a hill fort 'Llwyn-da-Ddu Camp' which lies approx 1.4km to the north west and a prehistoric burnt mound 'Cooking Mound East of Taff Terrace' which lies approx 1.5km east of the site. There are no Registered Parks and Gardens within the 2km study area, with part of St Fagans Castle lying 2.1km south of the study site and Craig y Parc, within 2.2km WNW of the study site. The St Fagans Conservation Area lies approx 1.6km to the south of the site.

- 8.34 The ES identifies that the development could have a negligible effect on the setting of Llwyn-Ddu Camp hillfort, with no measurable harm arising to its significance. The ES concludes that no impact or effect would arise on the other assets identified above due to a lack of intervisibility between the heritage assets and the study site, the distance from the study site and lack of associative relationships. The ES also finds that the site is not considered, on available evidence, to be a part of the St Fagans battlefield of 1648.
- 8.35 The findings of the ES in respect of the Historic Environment Assessment are accepted. The Council's Placemaking Team considers that the Historic Environment Assessment provides a robust assessment. They confirm that the setting of Rhydlaf Farm and the Old Byre (Grade II) – the only asset within close proximity - would be preserved due to the intervening dense woodland and position of the farmstead. Cadw are also supportive of the assessment and advise that, whilst the proposed development will have an adverse impact on the setting of the Llwyn-Ddu Camp SAM, it will not be significant and that the development will not have an impact on the setting of the Cooking Mound East of Taff Terrace SAM. Cadw also advise that they agree that the development will have no impact on the setting or significance of registered historic parks and gardens. With regards the battlefield, Cadw advise that it is unlikely that the development will have a significant impact on either the fabric or setting of the St Fagans battlefield of 1648, located 0.9km SW of the development site.
- 8.36 Whilst the site does not include any designated archaeological remains, the baseline assessment identifies the potential within the site for non-designated archaeological remains related to the use of the application site as agricultural land and a farmstead, with the impact assessed as no greater than negligible. The ES identifies that the farmhouse has a medieval origin, and ridge and furrow features which may also be medieval in date. An archaeological geophysical survey and field evaluation was carried out across the open fields on the site on advice from GGAT and forms part of the ES Addendum. The results were negative, with no significant features or structures encountered with the exception of an undated boundary ditch being recorded in the eastern part of the site and a field drain in the western field. This further evaluation led the ES Addendum to conclude that there is a low potential for buried remains of any period to survive of such significance as to preclude development. However, whilst the agreed scheme of investigation included provision for trenching in and around the farmyard, this was not possible owing to the ecological site sensitivities in this area. Notwithstanding this, the ES conclusion remains that there is unlikely to be any archaeological remains of more than local significance present in the area. Cadw confirm that the further

work produced no information on archaeological features likely to be of national importance and confirm their earlier advice remains valid. GGAT recommend a condition requiring the Applicant to submit a detailed written scheme of investigation for a programme of further archaeological work to investigate the potential for a medieval origin for the farm house, as well as provision for archaeological excavation or watching brief if required, in addition to detailing appropriate recording of the ridge and furrow. This condition is recommended to Members.

8.37 With respect to the third party objection that the submission has no commentary on Historic Landscape Character or its value, the ES Addendum clarifies that the site does not lie within a landscape included on the Register of Landscapes of Historic Interest in Wales and, as a result, has not undergone formal Historic Landscape Characterisation by GGAT, as has been the case for Registered Landscapes. Given this, the historic landscape interest of the site was not considered significant enough to warrant designation by inclusion in the Welsh Register. The ES Addendum notes that while the historic landscape of the Landmap Aspect Area in which the site lies is assessed as of 'high' value, it does not constitute a formal designation and covers a wide area of landscape of which the development forms a small part. As a result, the ES addendum confirms that the potential impacts on the historic landscape as a whole have not been formally considered, albeit that component aspects of the historic landscape which contribute to the historic character and archaeological interest have been assessed. This approach is accepted. It is noted that the ES has considered the site's historic use as agricultural land and a farmstead, including its historic field pattern. Whilst the degree of harm to the remains of Goitre Fach Farm, the ridge and furrow, field boundaries and land drains and associated potential archaeological remains would represent a major magnitude of effect to these assets, in that they would be lost, they are assessed as being of low sensitivity. As such, the significance of effect would be minor adverse during the construction phase and negligible with mitigation in place, to be secured via the recommended archaeological condition. Overall, the Historic Environment Assessment and further work undertaken is welcomed and provides a robust assessment of the potential impacts of the proposal sufficient to allow the site to come forward for development.

(vii) Placemaking

8.38 PPW notes that to create sustainable development, design must go beyond aesthetics. It sets out 5 key objectives for good design, encompassing access, character, community safety, environmental sustainability and movement (section 4.11). Paragraph 9.1.2 sets out key principles LPA's should promote in delivering new housing, of which the following are particularly pertinent to this section:

- attractive landscapes around dwellings, with usable open space and regard for biodiversity, nature conservation and flood risk;
- greater emphasis on quality, good design and the creation of places to live that are safe and attractive;
- the most efficient use of land;
- well designed living environments, where appropriate at increased densities;

- construction of housing with low environmental impact; reducing the carbon emissions generated by maximising energy efficiency and minimising the use of energy from fossil fuel sources, using local renewable and low carbon energy sources where appropriate.

8.39 This is reflected at the development plan level, with policy KP5 establishing the wide-ranging principles against which the design of new developments will be assessed. KP4 is also relevant, setting out wide-ranging Masterplanning General Principles that major development should accord with. This 'placemaking' section of the analysis focuses on design as it relates to density, scale, character/built form, community safety and renewable energy. Access and movement matters are addressed elsewhere.

8.40 The application has been subject to a positive design process with the Council's masterplanning and green infrastructure teams, which has resulted in a good solution for the site. The amended submission now responds well to the site constraints and opportunities, and demonstrates a careful consideration of green infrastructure and urban design matters. The Land Use and Building Heights parameter plan shows the extent and location of the built development area, open space, access points and building heights (described in section 1), whilst the Green Infrastructure and Movement parameter plan sets out parameters in respect of vehicular, pedestrian and cycle access, and green infrastructure, demonstrating a high level of permeability, a convincing street hierarchy and appropriate linkages to the wider site. The commitment to tree planting along the main east-west route, the route into Plasdwr, along Llantrisant Rd and around the edge of key urban spaces is particularly welcomed. These parameters are effectively expressed in the Illustrative Masterplan. The Revised Design and Access Statement provides a strong design framework to further inform the design of reserved matters (appearance, landscaping, layout, scale and access within the site). Importantly, the DAS includes a Built Form Design Principles Plan, which is welcomed and gives an indication of the overall layout of the scheme with regards to streets and spaces, including squares, key frontages and focal buildings, and includes a set of design principles to be captured at Reserved Matters stage. Importantly, this demonstrates a commitment to principle frontages at the site entrance and running into Plasdwr, a key frontage along Llantrisant Rd, and active frontages across the rest of the scheme. The Revised DAS also sets out proposals in respect of density, which are acceptable and which will be pursued at Reserved Matters stage. The 3 distinct character areas proposed in the Revised DAS (The Spine Rd, Llantrisant Rd and Rural Edge and POS frontage) are a well-considered response to the site, and demonstrate careful thinking with regards character, built form, public realm and landscaping, parking, and street and boundary treatments. This has resulted in a scheme with an appropriate mix of key green and urban spaces, set within a network of multifunctional green corridors. A condition requiring the submission of a public art strategy is recommended to further the creation of a quality and legible built environment, consistent with policies KP5 and KP6.

8.41 There is some concern over the block dimensions shown on the Illustrative Masterplan, in that the privacy distances are unproven and appear tight. This

will be addressed at Reserved Matters stage, as layout is a reserved matter. The concern is reflected in condition 3, which is carefully worded to ensure that the block structure and privacy distances shown in submitted plans are not 'fixed'. Similarly, careful attention will be given to building height at RM stage, as there is some concern that the height parameters are very loosely described and, alone, might not deliver sufficient building height at appropriate locations. Given this, condition 3 requires the reserved matters application to accord with the Built Form and Design Principles Plan. Those concerns aside, which can be appropriately addressed at RM stage, the proposal represent a good solution for the site. As noted, condition 3 is recommended to require the reserved matters application to accord with the parameter plans and the Built Form and Design Principles Plan, and to substantially accord with the Revised DAS, in order to capture the design progress made since the original submission.

- 8.42 The submission demonstrates that the application has been well considered, in design terms, in the context of the masterplanning of site C and complies with policy KP2C. It provides a provides an active frontage onto Llantrisant Rd, reflecting the Llantrisant Rd treatment promoted by officers and which accords with that approved for Land North and South of Llantrisant Rd under pp. 14/02157MJR, provides a suitable buffer to the woodland, promotes a network of multifunctional corridors and a range of densities appropriate to the site. Radyr Golf Club has confirmed that they have no comments to make and in this regard it is concluded that the site effectively responds to Radyr Golf Course as a constraint, as required by KP2C. The submission broadly accords with the Schematic Framework for Strategic Site C, in that it provides a mix of residential areas and open space, with a green corridor adjacent to Coed y Trenches. It is accepted that the precise delineation of the open space and residential area proposed differs from Schematic Framework. However, it is noted that the plan is schematic only, and that both the Council's Ecologist and Parks Services are satisfied with the proposals in respect of open space and grassland mitigation.
- 8.43 With respect to crime and disorder, Section 17 of the Crime and Disorder Act 1998 states *'it is the duty of the authority to exercise its various functions with due regard to the likely effect on crime and disorder in its area and the need to do all that it reasonably can to prevent crime and disorder'*. This duty has been considered in the determination of this application. At the development plan level, policy C3 provides a framework for promoting a safe and secure environment and minimising the opportunity for crime. The Revised DAS sets out key community safety objectives and principles that have been taken into consideration in the masterplan. It is notable that South Wales Police has no objection, welcoming the fact that the developers have tried to maximise surveillance. Conditions are recommended to require details of means of enclosure and a scheme of lighting to be submitted at reserved matters stage. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision. Further consideration will be given to the effect on crime and disorder at Reserved Matters stage, with South Wales Police again consulted.

8.44 With respect to renewable energy, policy EN12 aims to encourage developers of major and strategic sites to incorporate renewable and low carbon technologies into developments. An energy statement forms part of the submission and a condition is recommended to require the submission of an energy strategy, to include an assessment of opportunities to deliver renewable and low carbon technologies, consistent with the approach taken with regard to applications 14/02157MJR and 14/02188MJR and in the absence of SPG on this important subject area.

(viii) Socio Economic Impact Assessment and Community Benefit

8.45 Paragraph 4.2.2 of PPW confirms that the planning system provides for a presumption in favour of sustainable development to ensure that social, economic and environmental issues are balanced and integrated. Paragraph 9.1.2 notes that LPA's should promote sustainable residential environments, avoid large housing areas of monotonous character and make appropriate provision for affordable housing and mixed tenure communities.

8.46 At the development plan level, policy KP13 sets out a range of measures to develop sustainable neighbourhoods, tackle deprivation and improve the quality of life for all. These include the provision of a range of dwelling sizes, types and affordability, and the provision of a full range of social, health, leisure and social facilities and community infrastructure. Policy KP4 requires that major development should accord with the Masterplanning General Principle that requires *'provision of a full range of social and community facilities will be concentrated within mixed use neighbourhood centres located along public transport corridors and easily accessed by walking and cycling'*. Policy KP5 requires all new development to provide *'a diversity of land uses to create balanced communities and add vibrancy throughout the day'*. Policy KP6 requires new development to make appropriate provision for, or contribute towards, all essential, enabling and necessary infrastructure required as a consequence of the development. The provision of affordable housing, schools and education, health and social care and community facilities as necessary infrastructure (amongst other matters) are identified as 'necessary infrastructure'. At a detailed policy level, policy C1 encourages and provides the policy context for new and improved community, health and religious facilities. The policy's supporting text notes that *'new strategic housing developments allocated in policy KP2 will be required to ensure that sufficient new community facilities are provided and integrated within the development to serve the needs of future and existing residents'*. Policy C6 provides a framework for reducing health inequalities and encouraging healthy lifestyles, and policy C7, a framework for planning for schools. Policy H3 requires the Council to seek 30% affordable housing on greenfield sites, and for this to be delivered on-site unless there are exceptional circumstances.

8.47 An assessment of the social and economic impacts was undertaken and forms part of the ES, whose findings are that the proposed development is acceptable, and would bring direct and indirect social and economic benefits overall and a neutral cumulative impact when combined with other proposed developments. Key effects noted include: an overall positive effect on the range and viability of facilities and services in the area, increased choice and mix of

housing including much needed affordable and family housing, contributions where appropriate to the provision of primary and secondary school places, and the creation of approximately 280 FTE construction jobs to the benefit of the local economy during the construction phase. This overall conclusion is accepted, taking into consideration the above and the following matters:

Housing (including the provision of Affordable Housing)

- 8.48 The proposal would deliver up to 300 dwellings and much needed affordable and family housing. Following s106 negotiations, the Applicant has agreed to provide 30% of affordable housing on-site, comprising 10% Social Rented, 15% Intermediate Rented and 5% Low Cost Home Ownership and including a learning disability facility, thereby contributing to the range and choice of housing. This is welcomed and will be secured via s106 Agreement. Further details are set out in Section 9.

Community Facilities

- 8.49 Whilst no on-site facilities are proposed, an appropriate financial contribution towards the provision of off-site community facilities within the Creigiau/ St Fagans ward and/or Fairwater Leisure Centre would be secured, as detailed in Section 9. This is entirely appropriate and welcomed, noting that Policy KP2 (C) identifies a 'financial contribution to upgrading of Fairwater Leisure Centre' as 'necessary infrastructure' and that policy C1 establishes that community facilities should be located within district and local centres.

Health

- 8.50 With regards health, policy C6 establishes that priority in new developments will be given to reducing health inequalities and encouraging healthy lifestyles through i) identifying sites for new health facilities and ii) ensuring they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety. The supporting text recognises that not all new developments will be able to identify land for new health facilities, noting that the policy will be applied flexibly as a result (para 5.344). Whilst this application does not identify a site for new health facilities, such provision will be secured across the wider site as part of the masterplanning approach, as required by policy KP2C and it is noted that the proposal is making a full contribution towards community facilities. This approach reflects advice from UHB, who – in considering the potential demand arising from strategic sites C, D and E - note that there is some limited capacity within existing GP practices in NW Cardiff, but a significant shortfall overall. Their stated preference is for new facilities to be located as part of a shared community facility within the main district centre of strategic site C. With regards other health benefits, the development supports interconnectivity and active travel choices, provides access to green open space and children's play facilities and gardens which may be used for food growing and facilities to enhance road safety, in compliance with criterion (ii). Conditions are also recommended to control land contamination and noise from traffic to ensure no unacceptable harm to human health.

Education Facilities

8.51 The development will also lead to an increased demand for school places. School Services preferred strategy to meet the needs arising from the development is set out in Section 5, would accord with policy C7, and is captured in the s106 Heads of Terms set out in Section 9. As previously noted, this schools strategy for the site is not dependent on the delivery of schools on the wider site, but rather based on the use of financial contributions for the enlargement of Pentyrch Primary School and Radyr Comprehensive school, and financial contributions to expand Welsh-medium primary and secondary school provision on a site to be determined (with contributions also sought to acquire land).

(ix) Impact on air quality, noise and vibration, light pollution and contaminated land

8.52 The PPW objective for the management of environmental effects and pollution is to *'maximise environmental protection for people, natural and cultural resources, property and infrastructure, and prevent or manage pollution and promote good environmental practice'* (paragraph 13.1.12). At the local level, policy EN13 seeks to protect unacceptable harm caused by air, noise, light pollution or land contamination.

8.53 With regards air quality, the ES includes an assessment of the likely changes in air quality from the construction and operational phases of the development, with further undertaken in to address the initial concerns raised by the Air Quality Manager. This included a review of monitoring locations to better represent 'urban background' concentrations for the site/Cardiff, an assessment of the Llandaff AQMA including monitoring locations within the area, and reduced modelled speeds at junctions for the 'with development' scenario. The consultants have also confirmed that the development traffic assessment used a typical residential split for similar sites throughout the UK (58% vehicle driver) and included the effects of the BBC site on Llantrisant Rd.

8.54 The conclusion of the assessment is that the air quality effects would be 'not significant'. With regards the construction phase, the impacts of dust generation and plant vehicle emissions are predicted to be of short duration, of low risk before mitigation, and with the recommended dust mitigation measures in place, 'not significant'. With regards the operational phase, changes in road vehicle emissions are noted to be the main consideration, and the overall impact on air quality in the surrounding area from nitrogen dioxide and fine particulate matter is assessed as 'negligible'. The assessment also concludes that air quality would be acceptable at the development site, making it suitable for the proposed uses. Pollution Control has confirmed that they are satisfied with the conclusions drawn in the Air Quality addendum. Conditions are recommended to require a Dust Management plan to be submitted as part of a Construction Environmental Management Plan and a financial contribution towards air quality monitoring would be secured via s106 Agreement, in line with advice from Pollution Control. With respect to the query from the Director of Public Health regarding the updated Local Air quality Management Technical Guidance (LAQM.TG16) which replaced LAQM.TG(09), the 2016 update does not require any changes to the methodology used in the

December 2015 assessment or May 2016 addendum and the methodology and conclusions remain the same.

- 8.55 With regards land contamination, the ES included a ground condition assessment, including contamination on sensitive on-site and off-site receptors during construction and operational phases. The assessment concluded that without mitigation, the significant of effects during construction and operation would be negligible to moderate, and negligible following mitigation, with no measurable cumulative effects. The consultants also reviewed the initial ground conditions assessment following concerns from third party objectors in respect of potential sink holes in the area and concluded that the findings of the original assessment are sound and that the geology at the application site makes such features highly unlikely and that the site presents a negligible risk of solution features such as sink holes. Pollution Control have advised that they agree with the assessment and recommend conditions to control unsuspected contamination, imported soil and aggregates, and advisory notices in respect of radon gas protection, and contaminated and unstable land. These are recommended to members, in addition to a Construction Environmental Management Plan condition, recommended by NRW, which amongst other things, reflects NRW's requirement for a 10m wide buffer zone to be respected alongside all watercourses within and adjoining the site during the construction phase.
- 8.56 With regards noise pollution and vibration, the ES includes an assessment of the potentially significant noise and vibration effects during construction, and from off-site traffic generation associated with the occupation and use of the development, in addition to an assessment of the suitability of the site for residential use. This concludes that significant noise and vibration effects would be unlikely to occur, either on the environment from the development, from the environment on the development or in cumulation with the noise and vibration effects from the wider site, and that the site is suitable for the proposed residential use. Pollution Control have confirmed that the noise and vibration assessment meets their requirements, and recommend a condition to control road traffic noise and an advisory notice in respect of construction site noise and noise legislation.
- (x) Residential amenity**
- 8.57 PPW provides that *'insensitive infilling, or the cumulative effects or development or redevelopment, including conversion and adaption, should not be allowed to damage an area's character or amenity. This includes any such impact on neighbouring dwellings, such as serious loss of privacy or overshadowing'* (paragraph 9.3.3). At the development plan level, policy KP5 requires all new development to ensure no undue effect on the amenity of neighbouring occupiers.
- 8.58 It should be noted that appearance, layout, scale, landscaping and access within the site are reserved matters, and that the detailed consideration of impact on residential amenity, as a consequence of overlooking, overbearing and overshadowing, can only be fully assessed and controlled at reserved matters stage. A condition is recommended to better inform this process and

allow for the consideration of the impact of 'floor and ground levels', and not just separation distances and building height, on residential amenity. It is considered that any impact in respect of noise and air quality (in respect of dust) can be adequately controlled through the recommended conditions and noise legislation, as noted above. Conditions are also recommended to control lighting.

- 8.59 With respect to any safety effects from gas infrastructure, neither the Health and Safety Executive, nor Wales and West Utilities have raised any objection. An advisory notice is attached to remind the developer of advice from Wales and West Utilities.

(xi) whether the proposal would make satisfactory provision for access, parking and circulation

- 8.60 PPW notes that the Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel (8.1.1). The Welsh Government supports a transport hierarchy in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by public transport and then finally by private motor vehicles (8.1.4).
- 8.61 The Wales Spatial Plan (2008 update) includes guidance in respect of the 'South East Wales- Capital Region' noting its intention that this region 'will function as a networked city region, on a scale to realise its international potential, its national role and to reduce inequalities with comparable areas in the UK' and recognizing that 'a fully integrated high quality transport system is necessary for this to happen' (p. 98). In terms of achieving sustainable accessibility, the plan importantly recognises that 'road building in general is not a sustainable solution to the pattern of traffic growth' and that 'the overall priority is to make better use of the Area's existing transport infrastructure, to deliver more sustainable access to jobs and services'.
- 8.62 The Council's transport strategy underpinning the LDP is focussed on seeking to reduce car use by encouraging people to use more sustainable modes of transport. A central aim of the strategy is to achieve a 50:50 split between journeys by car and walking, cycling and public transport in respect of all trips by the end of the Plan period. Policy KP8 aims to ensure that development is properly integrated with transport infrastructure to achieve a shift away from car-based travel and sets out this 50:50 mode split as a target. The reasoned justification clarifies that achieving the 50:50 target will not be a matter of requiring all new development within the plan period to achieve a 50:50 modal split, but rather that measures will be sought to maximise the possible share of trips by sustainable modes for all sites (para 4.118). Policy T2 identifies the A4119 Llantrisant Rd as forming part of the Western Bus Corridor, one of four Rapid Transit Corridors identified as a focus for public transport enhancements that will serve the main LDP strategic sites and feed into the City Centre. KP2 (C) details the transport infrastructure to be provided on strategic site C.

Policy KP4 also seeks to help realise this mode split shift by ensuring major development is are planned to deliver *'dedicated sustainable transport corridors including provision for public transport, cycling and walking which will form key elements of the overall masterplan and effectively link into the wider network'*, that *'walking, cycling and public transport will be attractive, practical and convenient travel choices for all'*, that *'provision of a full range of social and community facilities will be concentrated within mixed use neighbourhood centres located along public transport corridors and easily accessed by walking and cycling'* and that *'new development ... provides good connectivity to adjoining areas...'*.

- 8.63 The proposal's transport strategy and package of mitigation measures, set out in Section 1, are soundly based and the Operational Manager, Transportation has concluded that they are sufficient for the proposal to come forward in advance of development on the wider site. Key material considerations are set out in paragraph 8.3 and the Operational Manager's detailed comments in Section 5, and these are not repeated here. To ensure delivery of the transport strategy for the site, conditions are recommended to: secure the delivery of the main vehicular access to the site and improvements (including a 3m segregated cycleway) along the site's Llantrisant Rd frontage, secure a landscape scheme for those highways works, secure direct access to Plasdwr in line with the Council's Spine Road treatment at Reserved Matters stage, ensure the provision of 'safe zones' within shared spaces to protect vulnerable users, control car and cycle parking, secure the provision of lit roads before occupation of dwellings, control gradients of all streets within the site to promote inclusive access, secure a Construction Environmental Management Plan and Residential Travel Plan, and appropriate phasing of infrastructure. The detailed highway works and internal site access would be subject to agreement under Section 38/278 of the Highways Act, and all footpaths in green corridors, to agreement under Section 25 to dedicate them as PROWs. The agreement and implementation of the Residential Travel Plan, 5 year bus subsidy, measures to facilitate the future bus gate/ access through the site to Plasdwr and a contribution towards the emerging North West Corridor Programme would be secured via a Section 106 Agreement (see Section 9 for further information).
- 8.64 As a result of the amendments to the application, revised traffic forecasts have been produced and considered in the ES Addendum. The ESA concludes that there will be no residual highway and transportation effects from construction traffic following implementation of the CEMP and that there will be no significant operational effects of the development on the highway network. The assessment identified that additional traffic and increased delay would occur at congested junctions, identified as a minor negative impact, and this has been the subject of third party objections. Members attention is drawn to the Inspector's Report on the Examination into the Cardiff LDP, which recognised this as a potential outcome, noting that *'we agree with assertions made at the examination that it would be unrealistic to expect traffic to flow unimpeded at peak times or to attempt to build sufficient road capacity to accommodate and prioritise the convenience of car users'* (para 7.10). As noted above, the Operational Manager, Transportation has no objection to the proposal. He

concludes that the traffic flows and traffic modelling for this site have been adequately addressed and that the proposed mitigation is sufficient to enable the proposal to come forward and to increase the sustainable travel credentials of the site in the interim period, prior to the wider site coming forward. His detailed comments also respond to objections received from RCT, Network Rail and third parties.

- 8.65 Taking the above, the representations received and the detailed comments of the OM Transportation into consideration, together with the recommended conditions and legal agreement Heads of Terms set out in Section 9, it is considered that the development complies with planning policy in respect of highways and transportation matters, and that the effects on traffic and transport can be adequately mitigated.

(xii) Water Resources, Drainage and Flood Risk

- 8.66 PPW advises that flood risk and the 'adequacy of water supply and the sewage infrastructure are material in considering planning applications and appeals' (paras 13.2.1 and 12.4.1). With respect to surface water run-off, PPW advises that *'in determining applications for development, local planning authorities should work closely with Natural Resources Wales, drainage bodies, sewerage undertakers, prospective developers and other relevant authorities to ensure that surface water run-off is to be controlled as near to the source as possible by the use of sustainable urban drainage systems. They should also ensure that development does not: increase the risk of flooding elsewhere by loss of flood storage or flood flow route; or increase the problem of surface water run-off'* (para 13.4.2).
- 8.67 At the development plan level, policy KP5 requires all new development to be of a high quality sustainable design by, amongst other things, *'achiev[ing] a resource efficient and climate responsive design that provides sustainable water and waste management solutions....'* (criterion vii). Policy KP6 identifies flood mitigation and utility services as 'essential/enabling infrastructure'. KP15 requires development proposals to avoid areas susceptible to flood risk and prevent development that increases flood risk in order to tackle climate change. KP16 identifies strategically important river valleys (iii) and holistic integrated surface water management systems as natural heritage assets requiring protection and conservation. KP18 requires development proposals to protect the quality and quantity of water resources, including underground surface and coastal waters (ii).
- 8.68 At a detailed level, policy EN14 provides the framework for controlling flood risk, noting amongst other things, that development will not be permitted where it would increase the risk of flooding from fluvial and/or tidal flooding or from additional run-off from the development, and, where appropriate, requires the developer to demonstrate that they have considered the need to incorporate environmentally sympathetic flood risk mitigation measures such as Sustainable Urban Drainage Systems (SUDS). Policy EN10 promotes water sensitive design and integrated water cycle management to manage water locally and to reduce demands on the network, including SUDS, whilst policy EN11 seeks to prevent development that would cause unacceptable harm to the quality or quantity of underground, surface or coastal waters.

- 8.69 The preliminary strategy for surface and foul water drainage is set out in Section 1 and is not repeated here. Further to responses from Drainage Services in respect of surface water drainage, a Hydrological Impact Assessment, including CCTV surveys of the system, was undertaken to further inform the preliminary strategy and the amended submission. Whilst the use of infiltration /soakaways has been discounted for the surface water drainage strategy at this outline stage, based on a desk study and local knowledge, the ESA notes that a full site investigation will be carried out by the Applicant to determine if the use of infiltration/soakaways is possible to inform the detailed design stage. As noted in Section 2, the site falls within Zone A of the development advice maps contained in TAN 15, which means that it has little or no risk of fluvial or tidal/coastal flooding. The ES concludes that, with appropriate mitigation, the residual effect on water resource would be negligible. The ES also notes that site topography dictates that the eastern boundary is the local high point and that the risk from surface water run-off from adjacent land is negligible.
- 8.70 With respect to surface water drainage, Drainage Services confirm agreement with the HIA in principle, that the site has a viable option for the discharge of surface water and that the detailed design of the surface water drainage scheme can be progressed via condition. The recommended condition has been agreed by Drainage Services and DCWW and, amongst other things, requires the following further investigations to be undertaken to support the detailed design of a surface water drainage scheme: an investigation to determine if the use of infiltration methods of drainage is possible, an updated Hydrological Impact Assessment and assessment and prior approval of existing greenfield run off rates. The surface water drainage condition requires the drainage system to be assessed in relation to the impact of a 1 in 100 year return period storm and climate change allowance of 30% and to provide locations, depths and cross sections of the proposed areas of controlled flooding and their flood flow routes. Details are also required to be submitted in respect of the proposed management and maintenance of the scheme throughout its lifetime, and the condition is worded to allow for adoption by any public authority, statutory undertaker or private management company. Those management and maintenance arrangements will be secured via s106 Agreement, as detailed in Section 9.
- 8.71 With respect to the two ditches proposed to be in-filled, Drainage Services have confirmed that there is no connectivity from the ditches to the wider catchment, such that they will not require ordinary watercourse consent for their stopping up and they raise no objection to their infilling.
- 8.72 With regards foul drainage, the preliminary strategy was to connect to the existing adopted system within the nearby Rhdylafar development via manhole ref ST11802005. Further to DCWW's initial objection, the Applicant has engaged with DCWW to review alternative points of connection. DCWW have now removed their objection, subject to a condition requiring a foul water drainage scheme to be submitted which shall connect with the public sewer in Clos Parc Radyr at manhole ref ST13791904, and have advised they are satisfied that adequate capacity exists to accommodate the proposed development. The ES concludes that, as the foul water system is to be adopted by DCWW to an adoptable standard, foul water issues are considered

of negligible significance. This conclusion is accepted and is considered equally applicable to the alternative connection point. A condition is recommended to require the approval and implementation of a foul water drainage scheme.

- 8.73 A condition is also recommended to require the submission and implementation of a Construction Environmental Management Plan, which amongst other things, includes measures to prevent contamination and control flooding during the construction phase. The conditions are specifically worded to ensure that the LPA cannot approve any reserved matters application until the foul and surface water drainage schemes have been approved, and that no dwelling can be occupied until the schemes have been completed.
- 8.74 Taking the above, the representations and consultation responses received, together with the recommended conditions and legal agreement Heads of Terms set out in Section 9, it is considered that the development complies with planning policy in respect of drainage and flood risk and that the effects of development can be adequately mitigated.

(xiii) Equalities Impact Assessment

- 8.75 The Public Sector Equality Duty (Section 149 of the Act 2010) requires the Council to have due regard to the need to eliminate discrimination, promote equality of opportunity and foster good relations between different communities. The Act 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. In terms of the promotion of inclusive access, equality and diversity, there will be no apparent abnormal differential impact on any people protected under the Equality Act 2010 as assessed at this outline stage, noting that detailed layout, appearance, landscaping, scale and access within the site will be considered at reserved matters stage. The revised DAS sets out principles for inclusivity, which are considered acceptable and will be promoted in the consideration of reserved matters. As noted above, a condition is recommended to enable assessment of the ground and building heights at reserved matters stage to help promote inclusive access. Conditions are also recommended to require 'safe zones' within shared spaces to protect vulnerable uses and to require that refuse collection vehicles can reach within 25m of all dwellings in order for the Council to offer an Assisted Lift collection service. In addition, the developers have agreed to deliver a facility for people with learning disabilities, which is welcomed and will help address identified housing need.

(xiv) Wellbeing of Future Generations (Wales) Act 2015

- 8.76 Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 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. There is significant overlap between the well-being goals the Act puts in place and

national and local planning guidance, given the central role of planning in delivering sustainable development. The key issues that have formed material considerations in the determination process are pertinent to the stated well-being goals of the Act.

(xv) The Environment (Wales) Act 2016

- 8.77 The Environment (Wales) Act 2016 enshrines in law principles and polices for managing natural resources in a sustainable way. Amongst other things, it introduces a new biodiversity duty on public authorities to seek to maintain and enhance biodiversity when exercising their functions, and in so doing to promote the resilience of ecosystem, so far as consistent with the proper exercise of those functions. This duty and the resilience of the ecosystems have been considered and discharged in the evaluation of this outline application, and has taken into consideration the following aspects of ecosystems - diversity, connections between and within ecosystems, scale, condition and adaptability. The mitigation measures sought in respect of green infrastructure, habitat connectivity, habitat compensation and protection of species (via conditions relating to the Green Infrastructure Management Strategy, ecotone and N-S corridor, Coed y Trenches SINC, promotion of biodiversity through design, nesting birds, landscaping, trees, soils, surface water drainage and parts of the CEMP) are aimed at delivering the Biodiversity and Resilience of Ecosystems Duty (BRED). It is accepted that there would be no significant negative effects on any known habitats, species or ecological features of value, and that the development would potentially create and enhance local opportunities for wildlife, taking into consideration the recommended conditions, as noted above in section (iii) – Impact on Wildlife and Habitats. This duty would be further considered in the consideration of reserved matters and future discharge of condition applications.

(xvi) Response to third party objections

- 8.78 The objections raised are noted and have been taken into consideration. The following comments are provided in respect of matters not addressed above:
- the occupiers of Rhydrafar Farm were consulted on both the initial and amended application;
 - there are legal requirements for the obligations contained in section 106 agreements, the purpose of which is to provide site specific impact mitigation to make individual developments acceptable in planning terms. A Section 106 agreement is a material planning consideration under s.70(2) of the Town and Country Planning Act 1990 in determining whether to grant permission, provided that it meets the tests set out in regulation 122 of the Community Infrastructure Regulations 2010. Regulation 122 provides that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development.
 - Under the terms of the Charter Community Councils may respond to Cardiff Council on planning applications upon which they are consulted which are in or directly affect their communities. Community Councils therefore have the opportunity to identify considered local priorities for S106/CIL (when in

place) through their roles in providing responses on planning applications. As S106 agreements are signed between the Council as the local planning authority by whom the obligation is enforceable and landowners, the primary negotiation will be between these two parties taking account of a wide range of factors, including all potential priorities for eligible spend and viability factors. However, the Community Councils can feed through their considered priorities for local spend as part of the Development Management process and this feedback will help inform the Council's position in terms of potential scope for local spend. The section 106 process is carefully monitored by the relevant Planning Officers and Head of Planning to ensure that whilst the precise circumstances of each case will vary, the legal tests are met and any s106 request is policy compliant. The decision on planning applications, including agreement of the Heads of Terms of S106 obligations, are made by Planning Committee or under the Council's approved scheme of delegations.

- With regards to the preparation of a Cardiff Community Infrastructure Levy (CIL), Cardiff has recently completed a public consultation on a Draft Charging Schedule (DCS). The responses to consultation are currently being considered prior to submission for Independent Examination anticipated in Spring/Summer 2017. Any development which is approved prior to the introduction of the CIL will not be liable to pay the levy. In addition, the current DCS advocates a "zero" or "nil" CIL from residential development within Strategic sites and for developments of over 500 dwellings.
- The S106 obligations requested from the proposed development are considered to be in accordance with the adopted LDP Policies KP2C, KP6 (New infrastructure) and KP7 (Planning obligations), as well as meeting the tests prescribed under the CIL Regulation 122 and Welsh Office Circular 13/97. Where land cost is required to deliver necessary, essential and enabling infrastructure, these have been accommodated within the calculations for developer contributions.

9. **S106 Requirements and viability**

9.1 The section 106 Agreement will be required to cover the following matters:

Affordable Housing -

- 9.2 30% affordable housing to be delivered on-site. The tenure of the affordable units would be 10% social rented, 15% intermediate rented (both to be built to Welsh Government DQR standards) to be purchased at the Council's fixed capital payment values and 5% Low Cost Home Ownership to be purchased at 70% market value. Within the social rented percentage there will be an affordable housing scheme for clients with learning disabilities (circa 6 units), the design/specification of which will need to be agreed in writing by the Council prior to the submission of the (first) Reserved Matters application.
- 9.3 If there are any roads or public open space, public realm, green infrastructure within the Land that will be subject to a service charge or additional charge, then any such reasonable charge shall be included within the rent of the Affordable Housing Units provided that in the case of both the Social and

Intermediate Rented Units the imposition of any such charge shall not increase the rent/weekly charge including service charge to a level that exceeds 100% of the published Rent Officer Local Housing Allowance then in force.

Education

- 9.4 Based on an assumed 300 dwellings (26 non-qualifying 1 bedroom dwellings, 11 qualifying apartments and 273 qualifying houses), the following contributions are sought:

Primary – A financial contribution of **£997,714** comprising:

- £702,808 towards English-medium primary school places
- £175,702 towards Welsh-medium primary school places
- £119,204 towards Welsh-medium primary school land purchase (0.0804ha)

Secondary – A financial contribution of **£936,770** comprising:

- £668,406 towards English-medium secondary school places
- £167,101 towards Welsh-medium secondary school and sixth form places
- £101,263 towards Welsh-medium secondary school land purchase (0.0683ha)

A land valuation of £600,000 per acre/ £1,482,630 per hectare has been assumed. Should the number and mix of dwellings vary from that assumed above, a proportionate contribution would be re-calculated on approval of the final Reserved Matters application, based on the SPG 'Developer Contributions for School Facilities' (March 2007).

As noted in Section 5, the Council's strategy for English medium primary and secondary schools is to use financial contributions to expand Pentyrch Primary School and Radyr Comprehensive School on-site, with no contributions towards land purchase sought for English-medium provision. A fall-back position would need to be written into the s106 Agreement should the expansion of schools other than these be identified as the appropriate way forward to meet demand from the site.

Community Facilities

- 9.5 A financial contribution of £988.50 per dwelling is sought in lieu of on-site provision of community facilities, to be used to improve community facilities within within Creigiau/ St Fagans ward and/or Fairwater Leisure Centre. An indicative amount, based on the above and assuming delivery of 300 dwellings, would be £296,550. The actual contribution would be calculated on approval of the final Reserved Matters application.

Green Infrastructure / Open Space

- 9.6 Details of future management and maintenance for green infrastructure/ open space will be specified within the s106 Agreement.
- 9.7 A financial contribution is required to fund allotment plots on the wider strategic site C, based on the following formula and assuming: 1800 units would require

provision of 40 plots, 300m² is required per plot (250m² + 20% for access roads and other infrastructure) and an off-site contribution rate of £421,496 per ha:

Number of units/1800 x 40 = number of plots.

This would be calculated on approval of the (final) Reserved Matters application. An indicative amount, based on the above and assuming 300 dwellings, would be **£83,456**.

- 9.8 Between 3ha and 5ha of species-rich grassland is required to be retained or created, in a combination of on and off site areas by condition. A financial contribution is required to fund provision of off-site species rich grassland, to be calculated at a cost of £15,200 per hectare plus £750 for soil tests. This would be calculated on approval of the (final) Reserved Matters application. An indicative amount, based on the above and assuming 300 dwellings would be **£34,190**, based on 0.8ha being provided on-site and 2.2ha off-site.

Drainage

- 9.9 As stated in Section 8, the foul water system and surface water system up to the 30 year event will be offered for adoption by Welsh Water. Details of the future management and maintenance arrangements for surface water drainage exceedances up to and including the 100 year event plus 30% climate change will also be specified within the S106 agreement.

Highways and Transportation

- 9.10 In addition to significant on-site highway works, financial contributions have been secured to provide for the following:

- £537,000 towards the Council's North West Corridor programme, for the provision of cycling measures between A4119 Waterhall Road Roundabout and Cathedral Road / Penhill Road Junction (£287k) and for a contribution towards the provision of a length of Telematics ducting/fibre to connect to the new signalised junction at Heol Isaf / Llantrisant Road Junction from Western Avenue (£250k) which is being delivered by the Land North & South of Llantrisant Road permission;
- a bus subsidy from the developer towards the provision of a bus service serving the new Bus Stops immediately adjacent to the site on Llantrisant Road, for a period of 5 years linking the site to the centre of Cardiff. The developer shall provide the Council with written evidence of payment of the contribution. This sum to be **£750,000** with timescale for delivery to be agreed by the Local Planning Authority in writing.
- To facilitate the future bus gate /access through the site, appropriate provision to be included in the standard transfer of housing units within the development as below:

“a resident would have a private right of way with or without vehicles over the estate roads within the development until adoption except that in relation to the bus lane section [shown on a plan] where such private rights (and any public rights following adoption) shall cease as from the date when the spine road connection [shown on a plan] becomes available for use.”

- The s106 will also cover the agreement and implementation of a Residential Travel Plan which will include (but will not necessarily be limited to) the following measures:
 - Travel Plan Co-ordinator.
 - Free or discount travel for a trial period on local bus services. It is recommended that in line with the other Strategic Site, free annual bus passes are provided, at least one per household.
 - Formation of a bicycle user group to pair new and inexperienced cyclists.
 - Cycle training.
 - Bike doctor sessions.
 - A cycle voucher to be used towards bike purchase.
 - Walking route maps.
 - Residential travel pack upon occupation, this would include all the sustainable travel options and plans. The pack would include the annual bus service pass and the bicycle voucher. Cycle Voucher with each household travel information pack.
 - A Transport Planning Co-ordinator to be employed and in place prior to first residential occupation.
 - First Travel Plan Survey / Baseline Survey to be undertaken within 3 months of 'meaningful' occupation.
 - Finalised Travel Plan agreed within 6 months of 'meaningful' occupation.
 - Transport Planning Co-ordinator to be provided continuously for a minimum of 10 years at the developers expenses. Following this period the skills will be shared and passed onto local community members.
 - Annual Surveys to be undertaken for 10 years and formal commitment to achieve a 70% response rate on surveys.
 - A Travel Plan reserve fund for 'fighting' failures or shortcomings through the monitoring period, **£10,000** set aside and held for appropriate intervention measures.
 - Provision of cycle parking at Radyr and Danescourt rail stations.

9.11 In addition, the highway improvement works which relate to the existing or proposed adopted highway are to be subject to an agreement under Section 38 and / or Section 278 of the Highways Act 1980 between the developer and Local Highway Authority. All footpaths in green corridors are to be subject to an agreement under Section 25 of the Highways Act 1980 to dedicate them as a Public Right of Way, with the Landowner/Developer to cover the costs for advertisement of the notices.

Waste Management

9.12 A financial contribution towards the cost of bins is sought. Bins for each house will cost £60 (inc. VAT). Each flat requires storage for the following – 140 litres of general waste, 140 litres of recycling and 20 litres of food waste to be stored separately in a communal bin store. General waste and recycling need to be stored in the fewest 1100 litre or 660 litre steel bins, and food in the fewest 240 litre bins at the costs below:

- 1100 litre bin for general waste - £468

- 660 litre bin for recycling- £390
- 240 litre bin for food- £30

In addition, litterbins are required in areas of high footfall and particularly for any proposed bus stops, at a cost of £420 for the Council to install and maintain a bin. The number of bins will be determined at Reserved Matters stage.

Air Quality

- 9.13 A financial contribution of **£1,500** towards air quality monitoring is sought.
- 9.14 The S106 obligations Heads of Terms set out above have been agreed by the developers and are considered to be in accordance with the adopted LDP Policies KP2C, KP6 (New infrastructure) and KP7 (Planning obligations), as well as meeting the tests prescribed under the CIL Regulation 122 and Welsh Office Circular 13/97.

10. **CONCLUSION**

- 10.1 The application forms part of Strategic Site C, allocated for a mixed-use comprehensive development in the recently adopted LDP and the principle of development has, therefore, been firmly established. Whilst concerns have been raised by third parties in respect of the phasing of the application, policy KP2 C establishes the acceptability of 'initial phases' 'along Llantrisant Rd' which will help contribute towards the Council's 5 year supply of housing and this report demonstrates how supporting infrastructure will be delivered. The application has been planned in a comprehensive and integrated matter, and subject to the recommended conditions and s106 Heads of Terms, will deliver a high quality, sustainable and distinctive development, which is considered to accord with policy KP2 (C). Furthermore, it is considered that there are no demonstrable or compelling reasons which indicate sufficient harm to warrant refusal of the application, with all material factors, policy implications and issues raised through consultation satisfactorily addressed.
- 10.2 It is considered that the submitted Environmental Statement provides a comprehensive assessment of the potential impacts of the proposed development and this has been taken into consideration in the assessment of the application. The conclusions of the submitted ES are considered sound. For the reasons set out in this report, it is considered that the proposal is policy-compliant and that there are no reasonable grounds for refusal.
- 10.3 It is recommended that outline planning permission be granted, subject to the recommended conditions and relevant parties entering into a s106 agreement.



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LEGEND
 — Site Boundary

**16/00106/MJR
 AMENDED PLAN
 15/07/2016**



| | | | | |
|-----|---------------------------------|----------|---------|---------|
| B | Amendments to red line boundary | 13-07-16 | GG | EF |
| A | Amendments to redline boundary | 27-01-16 | GG | EF |
| Rev | Description | Date | Initial | Checked |



Bank House, Greyfriars Road,
 Cardiff, CF10 3AF
 T: +44(0)2920 668662 E: rps@rpsgroup.com F:
 +44(0)2920 668622

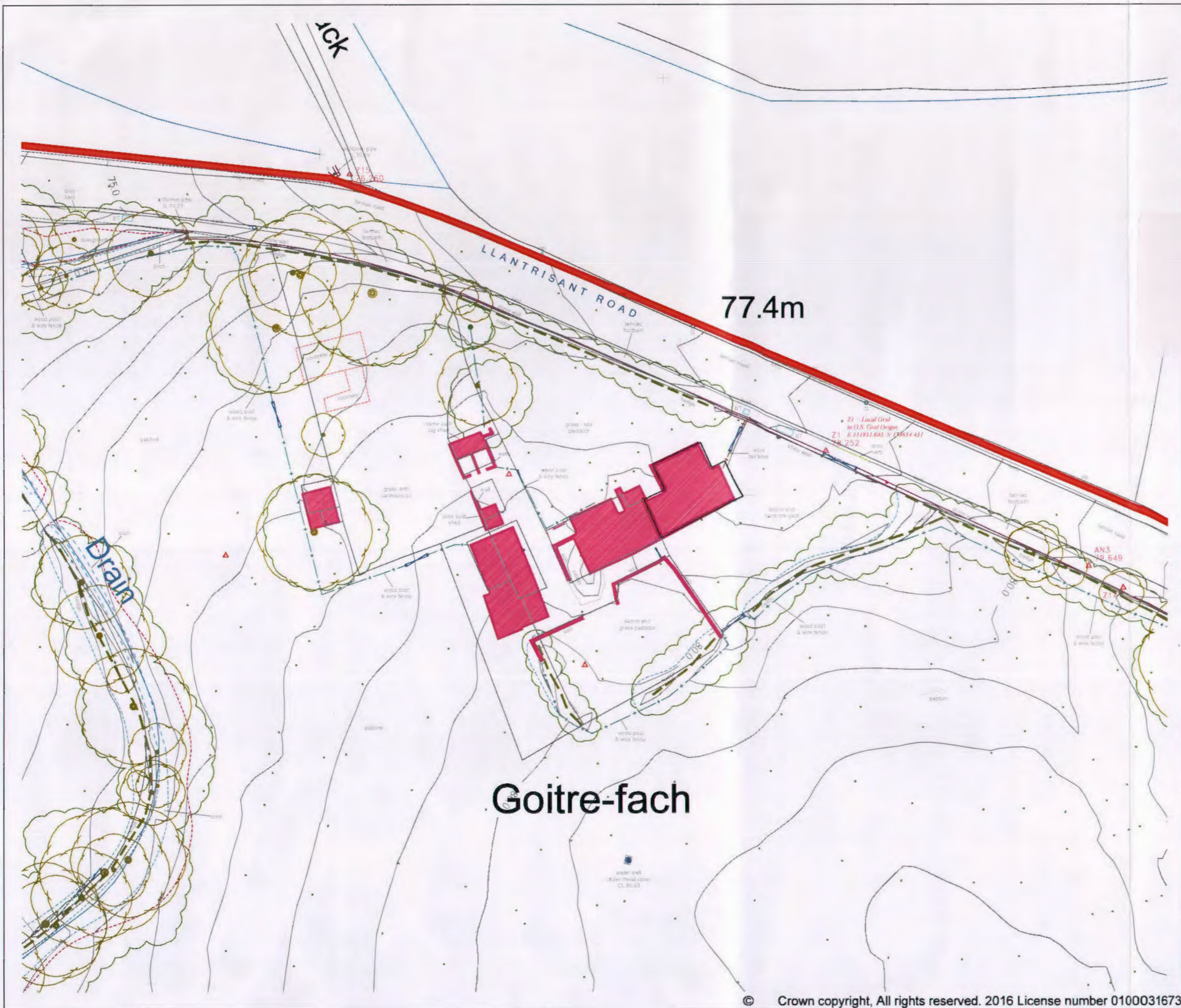
Client **BDW SOUTH WALES**

Project **GOITRE FACH FARM
 LLANTRISANT ROAD, CARDIFF**

Title **SITE LOCATION PLAN**

| | | |
|--------------------|---------------|-----------------|
| Status | Drawn By | PM/Checked by |
| PLANNING | GG | EF |
| Job Ref | Scale @ A3 | Date Created |
| JPW0465 | 1:2500 | JAN 2016 |
| Drawing Number | | Rev |
| JPW0465-005 | | B |

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LEGEND

- Site Boundary
- Areas for Demolition

16/00106/MJR
AMENDED PLAN
15/07/2016



| | | | | |
|-----|---------------------------------|----------|---------|---------|
| B | Amendments to red line boundary | 13-07-16 | GG | EF |
| A | Amendments to red line boundary | 27-01-16 | GG | EF |
| Rev | Description | Date | Initial | Checked |



Park House, Greyfriars Road,
 Cardiff, CF10 3AF
 T: +44(0)2920 668662 E: rpsca@rpsgroup.com F: +44(0)2920 668622

Client **BDW SOUTH WALES**

Project **GOITRE FACH FARM
 LLANTRISANT ROAD, CARDIFF**

Title **DEMOLITION PLAN**

| | | |
|--------------------|--------------|-----------------|
| Status | Drawn By | PM/Checked by |
| PLANNING | GG | EF |
| Job Ref | Scale @ A3 | Date Created |
| JPW0465 | 1:500 | JAN 2016 |
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Noise

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- Site boundary 10.10 ha
- ▨ Water Main Easement / Exclusion Zone (12m wide)
- Dwellings between 2 - 3 storeys in height (Max. 15m to ridge from proposed ground level)
- Dwellings between 2 - 2.5 storeys in height (Max. 12m to ridge from proposed ground level)
- Dwellings between 1 - 2 storeys in height (Max. 8.5m to ridge from proposed ground level)

Maximum dwelling height: 12m
 Minimum dwelling height: 5.5m
 Maximum dwelling width: 10.5m
 Minimum dwelling width: 5m
 Maximum dwelling length: 100m
 Minimum dwelling length: 5m

To note: This layout is for indicative purposes only and will be subject to change before final design.

**16/00106/MJR
 AMENDED PLAN
 15/07/2016**



2420 The Quadrant, Aztec West, Almondsbury, Bristol, BS32 4AQ
 T: +44(0)1454 853 000 E: rpsbl@rpsgroup.com F: +44(0)1454 205 820

Client **BDW South Wales**

Project **Goitre Fach Farm
 North West Cardiff**

Title **Land Use and Building Heights
 Parameter Plan**

| | | |
|---------|--------------|---------------|
| Status | Drawn By | PM/Checked by |
| DRAFT | AG / STT/ RB | AH |
| Job Ref | Scale @ A3 | Date Created |
| JBR2598 | 1:2500 | 18.02.15 |

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| Drawing Number | Rev |
| 504 | J |



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**16/00106/MJR
AMENDED PLAN
15/07/2016**



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- Notes**
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- Site boundary 10.10 ha
- Residential development
- Public open space / ecotone zone 1.79 ha
- Informal recreation space 0.40 ha
- Local Equipped Area of Play 0.22 ha
- Proposed vehicular access
- Vehicular link to Plas Dwr
- Proposed primary street
- Proposed indicative pedestrian paths
- Provision of two footpath links into woodland between A & B, these links will be agreed as Reserved Matters
- Cycleway 'super route'
- Existing trees & hedgerows to be retained
- Proposed trees & hedgerows to be removed
- Proposed new trees & hedgerows
- Min. 20m wide North / South hedgerow corridor

To note: This layout is for indicative purposes only and will be subject to change before final design.



2420 The Quadrant, Aztec West, Almondsbury, Bristol, BS32 4AQ
T: +44(0)1454 853 000 E: rpsbi@rpsgroup.com F: +44(0)1454 205 820

Client **BDW South Wales**

Project **Goitre Fach Farm
North West Cardiff**

Title **Green Infrastructure and Movement
Parameter Plan**

| | | |
|---------|--------------|---------------|
| Status | Drawn By | PM/Checked by |
| DRAFT | AG / STT/ RB | AH |
| Job Ref | Scale @ A3 | Date Created |
| JBR2598 | 1:2500 | 18.02.15 |

| | |
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| Drawing Number | Rev |
| 505 | K |

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

















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AMENDED PLAN 15/7/16

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-  Site boundary 10.10 ha
-  Higher density between 40 - 50 dph
-  Medium density between 30 - 40 dph
-  Low density between 20 - 30 dph
-  Indicative built form
-  Key frontages
-  Key shared surface space
-  Shared surface junctions
-  Open space 2.41 ha
-  Proposed access
-  Vehicle link to Plasdwr
-  Proposed indicative pedestrian paths
-  Existing Trees
-  New strategic planting
-  Cycleway 'super route'
-  Local Equipped Area of Play 0.22 ha (including 20m building off set)
-  Pump Station

To note: This layout is for indicative purposes only and will be subject to change before final design.



| Rev | Description | Date | Initial | Checked |
|-----|-------------|------|---------|---------|
| | | | | |



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 T: +44(0)1454 853 000 E: rpsbl@rpsgroup.com F: +44(0)1454 205 820

Client **BDW South Wales**

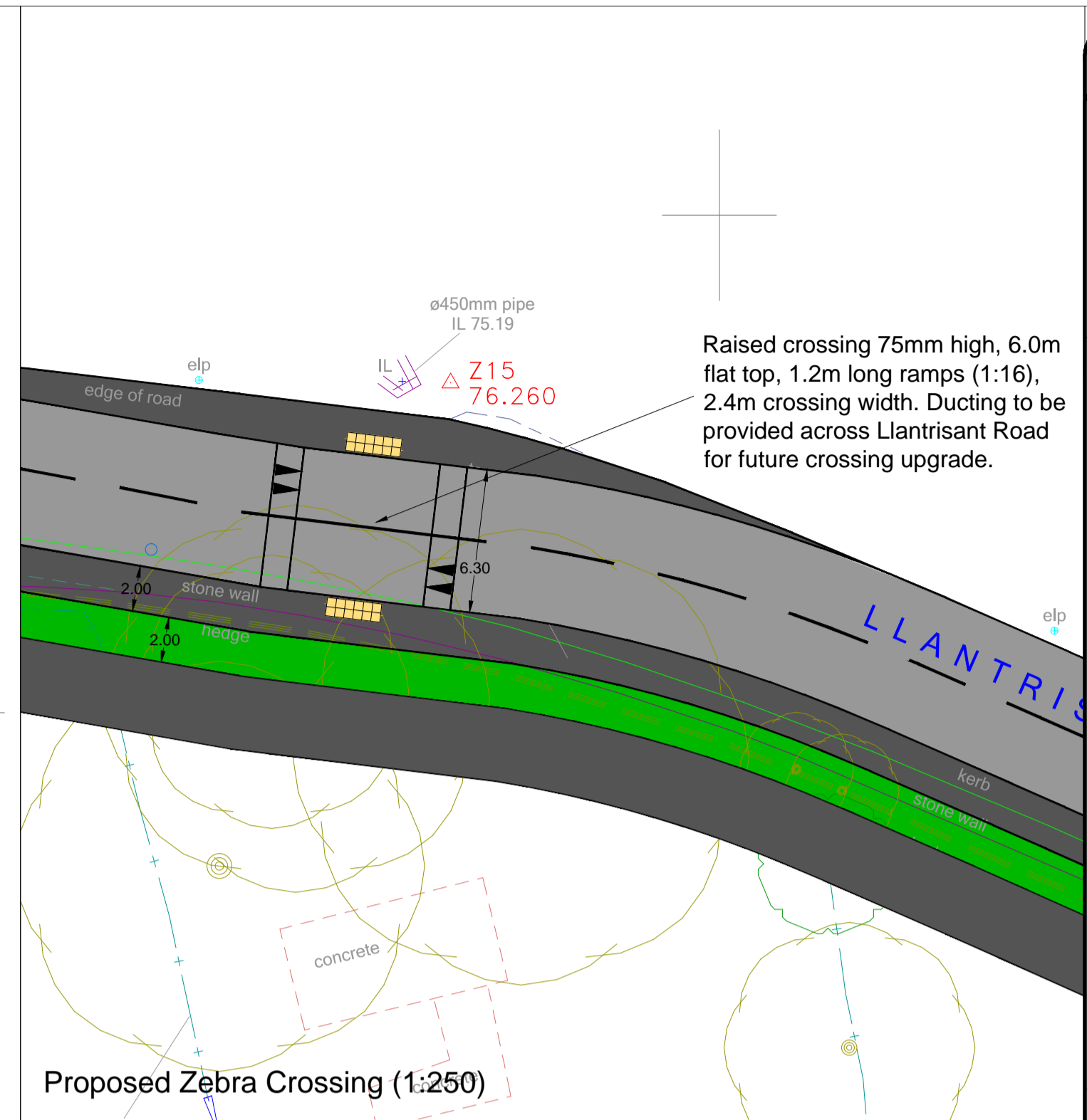
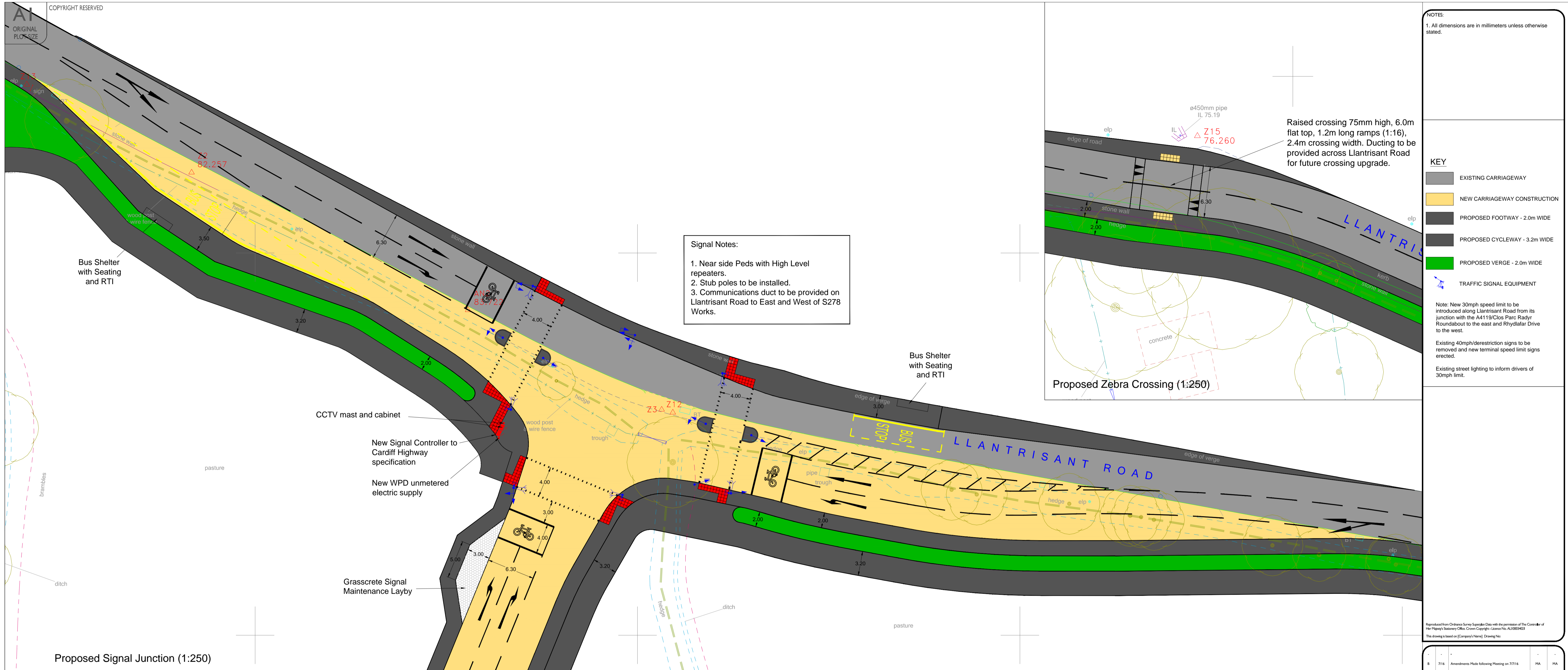
Project **Goitre Fach Farm North West Cardiff**

Title **Illustrative Masterplan**

| | | |
|---------|------------|---------------|
| Status | Drawn By | PM/Checked by |
| - | AG/STT/RB | EF |
| Job Ref | Scale @ A1 | Date Created |
| JBR2598 | 1:1250 | Mar 2016 |

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| Drawing Number | Rev |
| 502 | R |

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NOTES:

1. All dimensions are in millimeters unless otherwise stated.

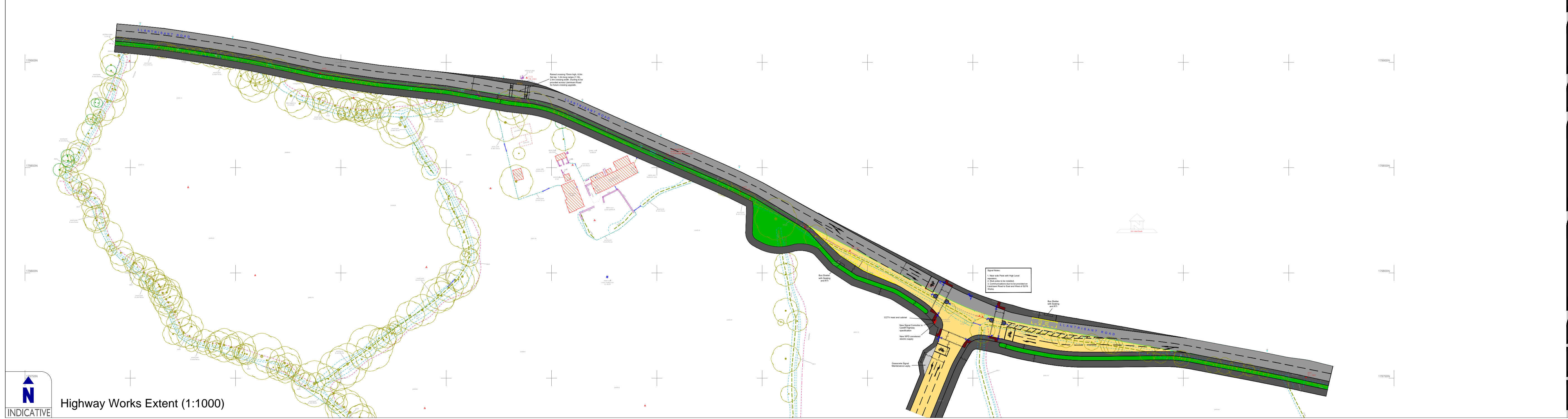
KEY

- EXISTING CARRIAGEWAY
- NEW CARRIAGEWAY CONSTRUCTION
- PROPOSED FOOTWAY - 2.0m WIDE
- PROPOSED CYCLEWAY - 3.2m WIDE
- PROPOSED VERGE - 2.0m WIDE
- TRAFFIC SIGNAL EQUIPMENT

Note: New 30mph speed limit to be introduced along Llantrisant Road from its junction with the A4119/Clos Parc Radyr Roundabout to the east and Rhydyfalar Drive to the west.

Existing 40mph/restriction signs to be removed and new terminal speed limit signs erected.

Existing street lighting to inform drivers of 30mph limit.



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The drawing is based on [Company Name] Drawing No:

| | | | | |
|-----|--------|---|----------|------------|
| B | 716 | Amendments Made following Meeting on 7/7/16 | MA | MA |
| A | 0/0/16 | Zebra Crossing Addnl. Geometric Alterations | MA | MA |
| Rev | Date | Desk | Drawn by | Checked by |

CORUN
Transport and Highway Engineering
Corun Associates Ltd
Swansea
E: swansea@corun.co.uk
W: www.corun.co.uk

CLIENT:
BDW SOUTH WALES

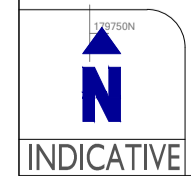
PROJECT:
GOITRE FACH
CARDIFF

TITLE:
PROPOSED RESIDENTIAL
DEVELOPMENT
MAIN ACCESS DESIGN
SIGNAL JUNCTION

STATUS:
PRELIMINARY

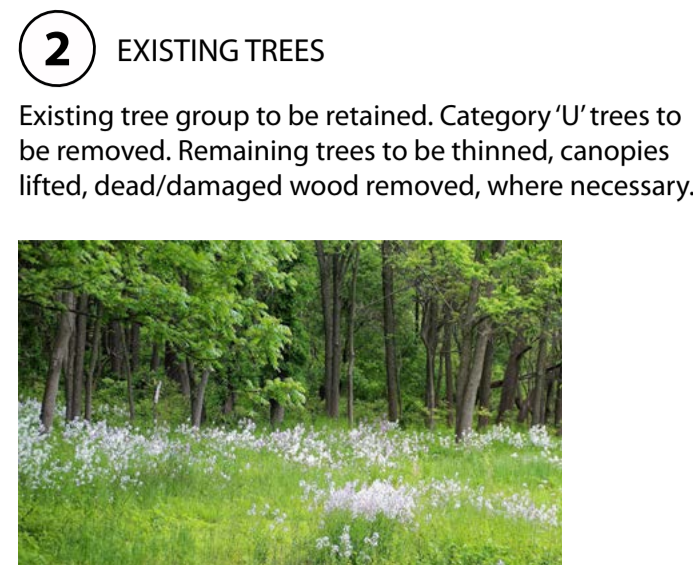
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| SCALE: | DATE: | DRAWN: | CHECKED: |
| AS SHOWN | JUN'16 | MA | MA |

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| JOB NO: | DRAWING NO: | REVISION: |
| 15-00408 | GA02 | B |

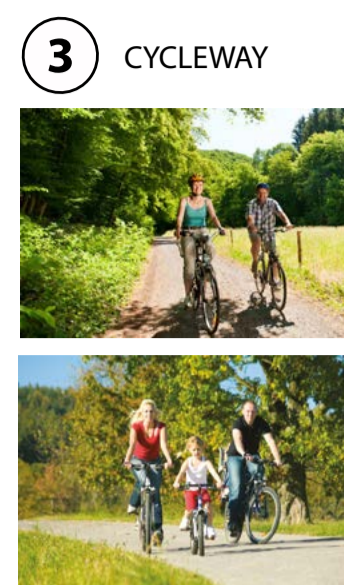




1 SHARED SPACE AND STREET SCENE



2 EXISTING TREES
Existing tree group to be retained. Category 'U' trees to be removed. Remaining trees to be thinned, canopies lifted, dead/damaged wood removed, where necessary.



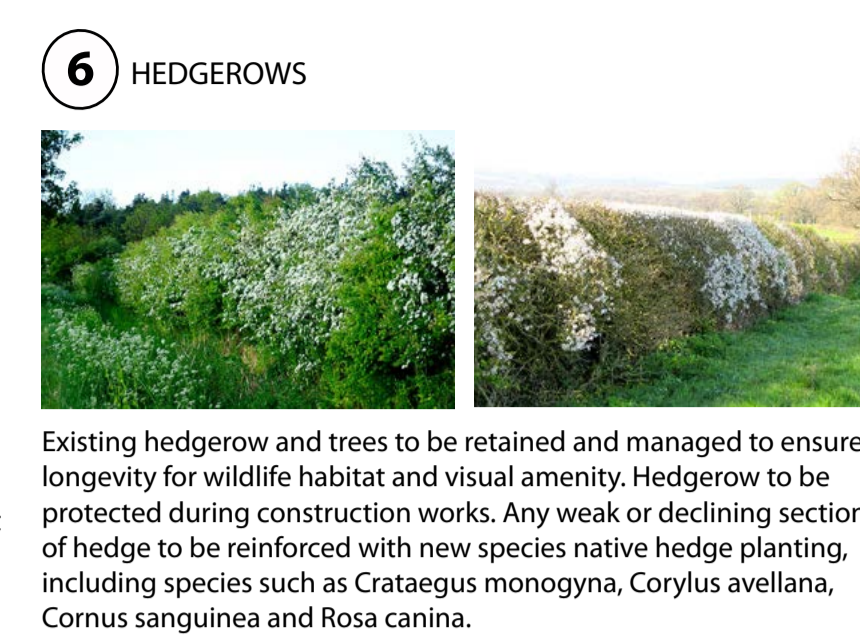
3 CYCLEWAY
Highway enhancements allow incorporation of cycle path, new tree planting and grass verge to enhance the setting of the cycle path and ensure an important wildlife corridor is maintained.



4 BIRD AND BAT BOXES
Bat and bird bricks / boxes are to be provided on suitable retained trees / new buildings and located adjacent to areas of open space and off-site habitats in order to maximise foraging and commuting opportunities



5 TREE PLANTING
Proposed street trees within hard and soft public realm landscape in either single rows or avenues, where space permits. Street trees to consist of a mix of wide canopy forms, where space permits, and fastigiated forms to include species such as oak, field maple, hornbeam, lime, birch. Trees to be planted at regular intervals through centre of development to break the mass of development glimpsed from long distance views and provide ecological links through the built form.



6 HEDGEROWS
Existing hedgerow and trees to be retained and managed to ensure longevity for wildlife habitat and visual amenity. Hedgerow to be protected during construction works. Any weak or declining sections of hedge to be reinforced with new species native hedge planting, including species such as Crataegus monogyna, Corylus avellana, Cornus sanguinea and Rosa canina.



7 GATEWAY
Proposed stone wall to create new gateway entrance to proposed residential community, in-keeping with local character.



8 FOOTPATHS
Informal bound gravel and mown footpaths provide year round permeability and reflects the rural edge of development character



9 ATTENUATION AREA
Proposed surface water attenuation basin. New native wetland grass and wildflower species to be established to increase biodiversity and wildlife habitat.



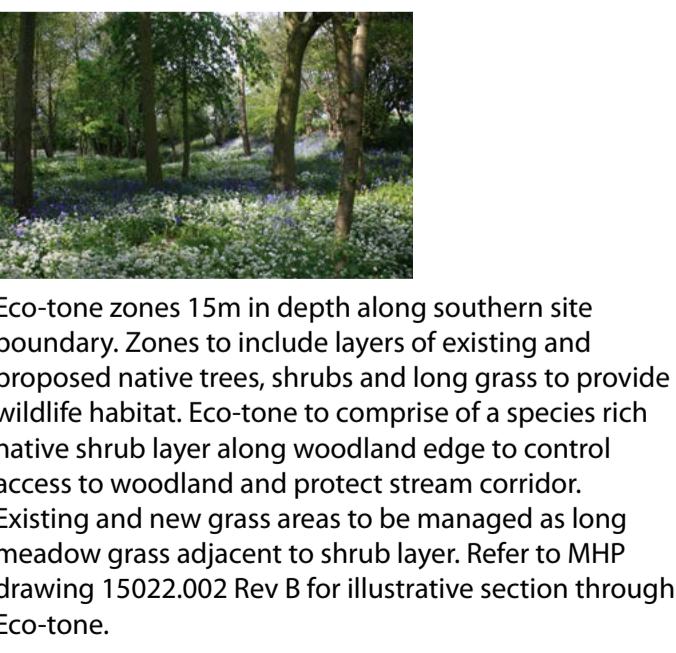
10 PROPOSED SWALE
Proposed swale. New native wetland grass and wildflower species to be established to increase biodiversity and wildlife habitat.



11 ECOTONE TREATMENT



12 ATTENUATION AREA
Proposed surface water attenuation area located within public open space. New native wetland grass and wildflower species to be established to increase biodiversity and wildlife habitat. Proposed underground geocellular SUD's system to manage storm water with further surface 1 in 100 year storm water detention basin, partially contained by 1m high bund. Bund to be planted and incorporated within eco-tone treatment.



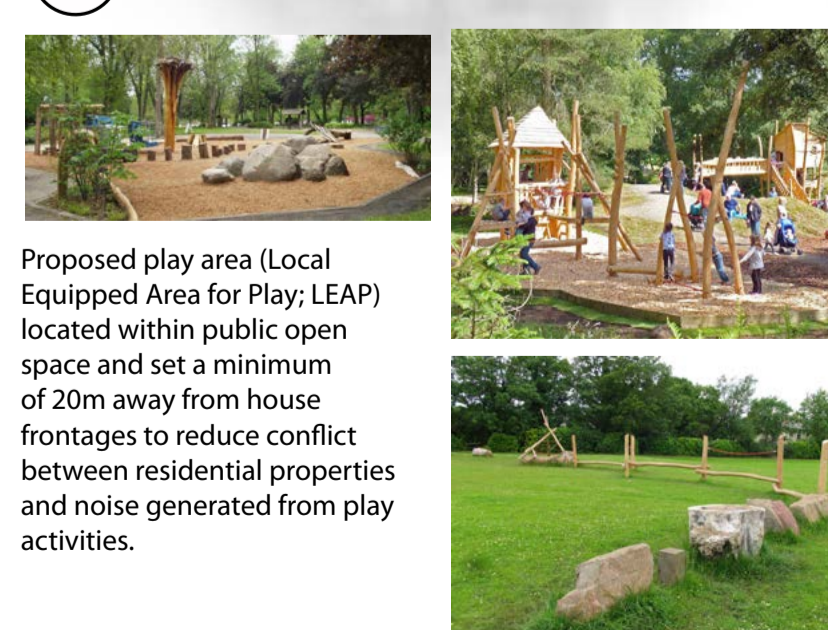
13 HIBERNACULAR AND LONG GRASS
Eco-tone zones 15m in depth along southern site boundary. Zones to include layers of existing and proposed native trees, shrubs and long grass to provide wildlife habitat. Eco-tone to comprise of a species rich native shrub layer along woodland edge to control access to woodland and protect stream corridor. Existing and new grass areas to be managed as long meadow grass adjacent to shrub layer. Refer to MHP drawing 15022.002 Rev B for illustrative section through Eco-tone.



Grassland other than that retained within root protection areas of retained trees will be lost. Replacement sward of long grass to include wildflower species of known value to pollinators and M23a marshy grassland type where appropriate.



14 KICK-ABOUT
Proposed kick about area, 60m x 40m located within public open space and set a minimum of 20m away from house frontages to reduce conflict between residential properties and noise generated from play activities.



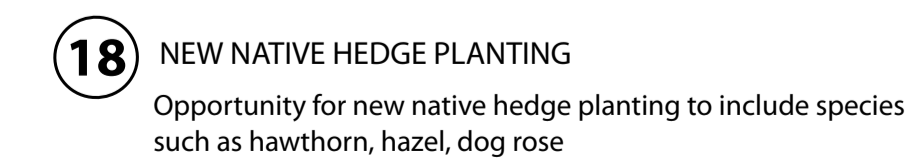
15 PLAY SPACE
Proposed play area (Local Equipped Area for Play; LEAP) located within public open space and set a minimum of 20m away from house frontages to reduce conflict between residential properties and noise generated from play activities.



16 HEDGEROW RESTORATION
Any weak or declining sections of hedge to be reinforced with new species native hedge planting, including species such as Crataegus monogyna, Corylus avellana, Cornus sanguinea and Rosa canina, Quercus robur, Ilex aquifolium, Acer campestre. Hedges to be managed to retain their visual presence with clipped sides to avoid overhanging.



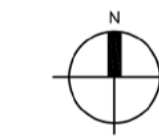
17 WOODLAND ACCESS
Opportunity to incorporate pedestrian bridges to allow controlled access to Coed y trench woodland diverting activity away from protected areas elsewhere within the strategic site.



18 NEW NATIVE HEDGE PLANTING
Opportunity for new native hedge planting to include species such as hawthorn, hazel, dog rose

- Proposed Trees to be a mix of selected and heavy standards
- Existing Tree with indicative Root Protection Area, to be retained where possible
- Shared Space
- LEAP
- 1 in 100 year SUDs basin
- Species rich long grass/wildflower areas
- Amenity grass
- Proposed hedgerow
- Retained hedgerow
- Cycle Superhighway
- Pedestrian path
- Ecotone with swale
- Extent of ecotone zone
- 20m noise buffer
- 3m underground SUDs crate easement
- 1m bund

NOTE: Refer to MHP Drawings 15022.002 Rev B and 15022.003 Rev D for illustrative sections and 15002.004 Rev C for extent of tree/hedge removal
Refer to Tyler Grange Ecological ES Addendum for details of species rich long grass and wildflower areas and habitat creation.



| | | | |
|---|----------------|----------------|--------------------|
| Project: Goitre Fach Farm | | | |
| Client: BDW South Wales | | | |
| Title: Green Infrastructure Plan (Appendix 6.4) | | | |
| Drawing number: 15022.103 | Rev: A | | |
| Status: FOR INFORMATION | | | |
| Drawn By: AP | Checked By: AT | Date: 08/07/16 | Scale @ A1: 1/1000 |

PETITION

COMMITTEE DATE: 14/12/2016

APPLICATION No. **16/01209/MJR** APPLICATION DATE: 19/05/2016

ED: **LLANISHEN**

APP: TYPE: Full Planning Permission

APPLICANT: Llanishen Rugby Football Club

LOCATION: LLANISHEN HIGH SCHOOL, HEOL HIR, LLANISHEN,
CARDIFF, CF14 5YL

PROPOSAL: CONSTRUCTION OF A FLOODLIT ARTIFICIAL TURF PITCH,
CHANGING ROOM FACILITY, AND CAR PARK FOR USE BY
LLANISHEN HIGH SCHOOL, LLANISHEN RUGBY CLUB AND
COMMUNITY USE, TOGETHER WITH RE-PROFILING OF
EXISTING PLAYING FIELDS, CONSTRUCTION OF
LANDSCAPED BUND AND OTHER ASSOCIATED WORKS

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the following conditions :

1. C01 – Statutory Time Limit
2. The development shall be carried out in accordance with the following approved plans and documents:
 - (i) 100-01 Revision B Existing Site Plan/Topographical Survey
 - (ii) 101-03 Revision A Existing Roof Plan
 - (iii) 150-01 Revision E Proposed Location Plan
 - (iv) 150-02 Revision E Proposed Site Plan
 - (v) 151-01 Revision D Proposed Ground Floor Plan
 - (vi) 151-02 Revision D Proposed Roof Plan
 - (vii) 152-01 Revision C Proposed North Elevation
 - (viii) 152-02 Revision D Proposed South Elevation
 - (ix) 152-03 Revision C Proposed East Elevation
 - (x) 152-04 Revision C Proposed West Elevation
 - (xi) 16039 MJO 100 Connection Details
 - (xii) 16039 MJO 101 General Arrangement Columns & Levels
 - (xiii) 16039 MJO 102 General Arrangement Elevations
 - (xiv) STANDARD DWG Standard 15m Lighting Mast
 - (xv) FENCE 1 3m High Fence Elevation
 - (xvi) FENCE 2 8m High Goal Ends Fence Elevation
 - (xvii) 00 Existing Topographical Survey
 - (xviii) 01 Revision A Proposed 3G Levels & Contours
 - (xix) 03 Cut and Fill Heat Map
 - (xx) CROSS 01 Cross Sectional Detail
 - (xxi) 347.01 Revision B Landscape Strategy

- (xxii) 347.02 Elevations Proposed
 - (xxiii) Noise Impact Assessment, Hunter Acoustics, 13 May 2016
 - (xxiv) Pitch Noise Impact Assessment, Hunter Acoustics, 11 May 2016
 - (xxv) Transport Statement, Traffic and Transport Planning, October 2016
 - (xxvi) Stormwater Drainage Strategy, WL Squared Ltd, 16 May 2016
 - (xxvii) Drainage Report, CDSL Sport
 - (xxviii) Tree Report, August 2016, James Pinder Treecare Consulting
- Reason: The plans and documents form part of the application.

3. No part of the demolition of the existing tennis centre shall take place until a demolition management plan (DMP) has been submitted to and approved in writing by the Local Planning Authority. The DMP shall include, but not be limited to, details of dust control measures, noise management, proposed temporary means of site enclosure, and the future arrangements for the cleared site. The management plan shall take account of the 'worst case' scenario for demolition activities and the Cardiff Council Pollution Control's "Construction site handbook". The demolition shall proceed in accordance with the approved plan.
Reason: To protect the amenities of neighbouring occupiers and the visual amenities of the surrounding area.
4. Prior to the commencement of development a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority. The SWMP shall include measures to reduce environmental impacts of construction waste. Development shall be carried out in accordance with the approved SWMP unless any modification to the approved SWMP is approved in writing by the Local Planning Authority.
Reason: To reduce environmental impacts of construction waste.
5. No development shall take place until details of a scheme for the disposal of foul and surface water has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the use of the development and retained in perpetuity.
Reason: To ensure an orderly form of development.
6. Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of construction traffic routes, times of deliveries, loading/unloading and storage of plant and materials, construction compounds, any temporary facilities for construction/sales staff, site hoardings (including the erection, maintenance and security), site access, wheel washing facilities, measures to control the emission of dust and dirt during construction and details of parking for contractors vehicles, site operatives and visitors. The approved CMP shall be adhered to throughout the construction period.
Reason: In the interests of highway safety and public amenity.

7. D3D Maintenance of Parking Within Site
8. Prior to beneficial use of the development hereby approved details showing the provision of facilities for the secure storage of cycles shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development being put into beneficial use and they shall be retained in perpetuity.
Reason: To ensure that adequate provision is made for the secure parking of cycles.
9. C7S Details of Refuse Storage
10. The pitch and floodlighting shall only be used between the hours of 08:00 – 21:00 Monday to Friday, 10:00 – 19:00 Saturday, 10:30 – 16:30 Sunday and at no time on Bank Holidays.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.
11. Prior to commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that:
 - Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.
 - The floodlighting shall be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 2.5/5*%.The submitted scheme shall include an isolux diagram showing the predicted illuminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent properties.
The approved scheme shall be implemented prior to beneficial use and be permanently maintained.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected
12. No rebound boards shall be installed around the pitch.
Reason: To prevent unacceptable noise disturbance to neighbouring residents.
13. Prior to their installation samples of the external finishing materials to the changing room facility and details of the green roof shall be 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 that the finished appearance of the development is in keeping with the area.
14. Prior to its installation, details of the colour finish to the weldmesh fencing surrounding the pitch shall be submitted to and approved in writing by the Local Planning Authority. The development shall be

carried out in accordance with the approved details and retained thereafter.

Reason: To ensure a satisfactory finished appearance to the development.

15. Prior to their installation on site, details of the 1.5 metre high acoustic barrier and 2.1 metre high fencing on drawing no. 347.01 Revision B shall be submitted to and approved in writing by the Local Planning Authority. The fence details shall include opportunities to allow the free passage of hedgehogs and other wildlife. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To ensure a satisfactory finished appearance to the development and promote biodiversity of the site through design.

16. No equipment, plant or materials shall be brought onto the site for the purpose of development until full details of the following have been submitted to and approved by the Local Planning Authority, in accordance with the current British Standard for trees in relation to construction.

An Arboricultural Method Statement (AMS), setting out the methodology that will be used to prevent loss of or damage to retained trees. It shall include details of on-site monitoring of tree protection and tree condition that shall be carried out throughout the development and for at least two years after its completion.

A Tree Protection Plan (TPP) in the form of a scale drawing showing the finalised layout and the tree and landscaping protection methods detailed in the AMS that can be shown graphically.

Unless written consent is obtained from the Local Planning Authority, the development shall be carried out in full conformity with the approved AMS and TPP.

Reason : To enable the Local Planning Authority to assess: the effects of the proposals on existing trees and landscape; the measures for their protection; to monitor compliance and to make good losses.

17. C4P Landscaping Design & Implementation Pro
18. C4R Landscaping Implementation
19. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a Soil Resource Survey (SRS) and Soil Resource Plan (SRP). The information submitted shall accord with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (DEFRA 2009). The development shall be carried out in full conformity with the approved SRP unless modifications to the SRP are agreed in writing by the Local Planning

Authority.

Reason: To ensure the successful delivery of landscaping proposals.

20. No demolition of buildings, felling of trees or clearance of structural vegetation shall take place between 1st February and 15th August unless otherwise approved in writing by the Local Planning Authority. This approval will be given if it can be demonstrated that there are no birds nesting in this building/tree/vegetation immediately (48 hrs) before works commence.

Reason: To avoid disturbance to nesting birds which are protected under the Wildlife and Countryside Act 1981: Part 1, 1(1)(b), it is an offence to intentionally take, damage or destroy the nest of any wild bird while that nest is in use or being built.
21. No development shall take place until a range of measures to encourage biodiversity have been submitted to and approved in writing by the Local Planning Authority. Such measures may include, but not be limited to, bug boxes, wildflower meadows, bird nesting boxes and/or bricks, and living roofs or walls. The measures shall be implemented in accordance with the approved details prior to beneficial occupation, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To encourage new wildlife habitats and biodiversity.
22. No development shall take place until measures for the protection of reptiles have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To ensure for the satisfactory protection of reptiles.
23. 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 shall be undertaken and where remediation is necessary a remediation scheme and verification plan shall be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority 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.

24. 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 shall 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 Local Planning Authority.
Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.
25. 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 Local Planning Authority.
Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.
26. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.
Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

RECOMMENDATION 2 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

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

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

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

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

RECOMMENDATION 4 : This development falls within

- a] a radon affected area and may require full radon protective measures,
- b] an area which has a geological predisposition to radon and will require basic radon protective measures, as recommended for the purposes of the Building Regulations 2000. Should you have any queries in this matter I would suggest you consult with my Building Control Division

RECOMMENDATION 5: That the applicant be advised to note the advice given by Dwr Cymru Welsh Water in their letter dated 28th June 2016.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 Planning permission is sought for the construction of a floodlit artificial turf pitch, single-storey changing room facility, and car park for use by Llanishen High School, Llanishen Rugby Club, and community use, together with re-profiling of existing playing fields, construction of landscaped bund and other associated works at Llanishen High School, Heol Hir, Llanishen.
- 1.2 The original submission proposed a two-storey clubhouse including a changing room facility together with a sports bar, function room with kitchen, skittles alley and first floor terrace however this aspect of the application has been deleted and a single-storey changing room facility is now proposed. This facility would include four changing rooms, referee rooms, a treatment room, a kitchen with a serving hatch to the north elevation, an office and WCs. The changing room facility would be sited on part of the existing Tennis Centre, which would be demolished.
- 1.3 The facility would measure approximately 30.5 metres long, 14.5 metres wide, and 3.3 metres high. It would have a green roof and be finished in profiled metal cladding and translucent polycarbonate walling.
- 1.4 A new car park with 36 no. spaces would be created on the remainder of the Tennis Centre. Vehicular access would be via the existing school entrance off Heol Hir.
- 1.5 An access ramp and steps would lead from a terrace up to the floodlit 3G pitch.
- 1.6 The proposed pitch would measure 106 metres by 68 metres with a 5 metre strip surrounding the pitch. Mesh fencing would surround the pitch at 3 metres high to the sides and 8 metres high at the goal ends. 8 no. 15 metre high floodlight columns would be erected, 4 no. columns on each side of the pitch. The pitch would be sited approximately 36 metres (minimum) from the boundaries with neighbouring residential properties on Heol Hir and Everest Avenue.
- 1.7 The existing playing fields will require some cut/fill to create the playing surface at 62.72 metres AOD. A landscaped bund would be constructed to the north, east and west elevations to create a buffer with the surrounding residential properties. This bund would contain a 1.5 metre acoustic barrier, a footpath and tree/shrub/wild flower planting. A 1.8 metre high fence would restrict access to the landscaped bund.
- 1.8 The amended proposals have reduced the proposed hours of use to:
 - (i) Monday to Friday 0800 – 2100 hours;
 - (ii) Saturday 1000 – 1900 hours;
 - (iii) Sunday 1030 – 1630 hours; and
 - (iv) No use on bank holidays.

2. **DESCRIPTION OF SITE**

- 2.1 The site is currently used as playing fields and is partly occupied by Llanishen Tennis Centre. The playing fields are terraced as the land rises by approximately 11 metres from the existing Tennis Centre to the north site boundary.
- 2.2 The existing tennis centre measures approximately 42.5 metres by 31 metres with a height of approximately 8 metres.

3. **SITE HISTORY**

- 3.1 01/02661/N: Permission sought in December 2001 to modify condition 1 of consent 99/01937/N to allow the tennis centre to be used for tennis, badminton and netball between the hours of 9:00am and 5:00pm. Withdrawn prior to determination in March 2002.
- 3.2 00/01530/N: Permission granted in September 2000 for removal of conditions 3 (landscaping) and 4 (noise) of application 99/01937/N.
- 3.3 99/01937/N: Permission granted in March 2000 for revised external appearance to approved tennis centre building.
- 3.4 98/01510/N: Permission granted in March 1999 to form new building to cover existing tennis courts and change cycle shed to storage for tennis equipment.

4. **POLICY FRAMEWORK**

- 4.1 Planning Policy Wales, Edition 9 (January 2016).

- 4.2 Technical Advice Notes (TANs):

| | |
|----|----------------------------------|
| 5 | Nature Conservation and Planning |
| 11 | Noise |
| 12 | Design |
| 16 | Sport, Recreation and Open Space |
| 18 | Transport |
| 21 | Waste |

- 4.3 Local Development Plan (January 2016):

| | |
|------|--------------------------------------|
| KP5 | Good Quality and Sustainable Design |
| KP8 | Sustainable Transport |
| KP12 | Waste |
| KP13 | Responding to Evidenced Social Needs |
| KP14 | Healthy Living |
| KP15 | Climate Change |
| EN7 | Priority Habitats and Species |
| EN8 | Trees, Woodlands, and Hedgerows |

| | |
|------|--|
| EN13 | Air, Noise, Light Pollution and Land Contamination |
| T1 | Walking and Cycling |
| T5 | Managing Transport Impacts |
| C1 | Community Facilities |
| C3 | Community Safety/Creating Safe Environments |
| W2 | Provision for Waste Management Facilities in Development |

- 4.4 The following guidance documents were supplementary to the City of Cardiff Local Plan (1996), now superseded by the Local Development Plan (LDP). They remain a material consideration insofar as they are consistent with LDP policy:

Biodiversity (2011)

Access, Circulation and Parking Standards (January 2010)

- 4.5 Supplementary Planning Guidance:

Waste Collection and Storage Facilities (October 2016)

5. INTERNAL CONSULTEES RESPONSES

- 5.1 The **Operational Manager, Transportation**, advises that the proposal is to construct new changing rooms and a 3G pitch for Llanishen RFC on a site currently occupied by Llanishen High indoor tennis courts and adjacent sports fields. The new facilities will be used by both Llanishen RFC and the School and will replace the current pitch and changing rooms located in Usk Grove. Access to the development will be via the existing school lane off Heol Hir.
- 5.2 A Transport Statement (TS) has been submitted in support of the application which demonstrates that those trips associated with the existing Rugby Club will transfer to the new site and that these trips will largely take place outside of the network hours. No traffic will be generated by the development when vehicular access to the school is restricted, i.e. 08:00-09:00, 12:00-13:00 and 15:00-15:30) and therefore it is considered that there will be no material impact during the network peak hours. The TS also demonstrates that parking associated with matches that take place on a Saturday or Friday evening can be accommodated within the off-street car park.
- 5.3 In terms of car parking provision 36 car parking (including 3 disabled bays) and 6 cycle parking spaces are proposed within the layout. These numbers sit within the Councils adopted Access, Circulation & Parking Standards SPG (Jan 10) and therefore are deemed to be Policy Compliant. The site is well located in terms of its proximity to Public Transport provision and is accessible by walking and cycling.
- 5.4 On the basis of the above, she can confirm that she has no objection to the application, subject to conditions being attached in order to secure the provision of the car and cycle parking arrangements, together with details of a Construction Management Plan to be submitted for approval.

- 5.5 The **Operational Manager, Environment (Contaminated Land)**, advises that, should there be any importation of soils to develop the landscaped areas of the development, or any site won recycled material, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction or recycling of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use. They recommend the inclusion of conditions and informative statements in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with Policy EN13 of the Cardiff Local Development Plan.
- 5.6 The Council's **Tree Officer** supports the recommendations of the submitted tree report. He is satisfied that, subject to development being carried out in accordance with an approved Arboricultural Method Statement and Tree Protection Plan, unacceptable harm will not result to trees of amenity value. The report notes defects of health and form in the low quality line of conifers bounding the car-park (G1), and recommends removal and replacement as necessary. Whilst he would support this approach, with new planting as required detailed within a finalised landscaping scheme, he would also support removal and replacement of the group as a whole, since its viability in the medium term is questionable.
- 5.7 He supports the indicative tree planting proposed, but the success of such is dependent on correct specification and aftercare. To inform a finalised landscaping specification and demonstrate how important soil resources will be protected from unacceptable harm, a Soil Resource Survey (SRS) and Plan (SRP) should be prepared in accordance with the 2009 DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. The finalised landscaping specification which will preferably be submitted upfront, should include a scaled planting plan, plant schedule, tree pit section and plan views for different situations, topsoil and subsoil specification, planting methodology and aftercare methodology.
- 5.8 The **Operational Manager, Waste Management**, advises that the proposed waste storage for this development is acceptable. They remind the agent/applicant that a commercial contract is required for the collection and disposal of all commercial waste and refer them to the Waste Collection and Storage Facilities Supplementary Planning Guidance for further relevant information.
- 5.9 The Council's **Ecologist** considers, while there is some potential for impact upon habitats, species and ecosystems, he would not say that there is significant enough to warrant the carrying out of any surveys of these features. Instead, reasonable assumptions can be made about the impact upon them, and consequently any mitigation / enhancement that may be appropriate. The most important ecological feature on this site is likely to be the scrubby margin around the perimeter of the playing fields. Ideally, this margin should be retained during development, and he welcomes the measures set out in the Landscape Strategy diagram.

- 5.10 There looks to be a prefab building which needs to be removed along with possibly some ornamental trees, but he would not say that there is sufficient likelihood of **bats** roosting in them to justify requiring a bat survey. The building seems to have prefab sheet metal roofing and appears to be quite new, neither of which are conducive to likelihood of bat roosting. There are likely to be bats foraging for insects above the existing playing fields, but this does not result in any formal protection of that foraging habitat. In any event, the scrubby field margins around the perimeter of the site, along with the adjoining mature gardens, are more likely to be of value for foraging bats. These margins are to be retained and enhanced, according to the Landscape Strategy, with planting and seeding, which will increase their value and offset any loss of foraging across the pitch areas themselves. His only concern is that the lighting diagrams seem to show some light spillage onto these wildlife corridors around the site, and for them to be of most value to species such as bats, efforts should be made to limit artificial light levels to 1 Lux, or to existing background levels, whichever is higher.
- 5.11 It can be assumed that the existing margin of bramble scrub and wildflowers support **reptiles**, such that he would not say that a survey is required in this case. This is particularly the case around the northern edge of the site, which is south-facing. Reptile species are likely to be limited to slow-worms, which are common in Cardiff particularly in areas such as this which has mature garden habitat. If the existing margin is to be retained, then it should be fenced off using Heras fencing or similar, to prevent incursion during construction or changes to ground levels. On the other hand, if this area is to be cleared to make way for changes to ground levels, then measures will need to be introduced which avoid harm to any reptiles present. This may include a trapping and translocation exercise to a previously identified suitable site nearby.
- 5.12 He considers that the likelihood that **badgers** use this site for foraging is low, as it is isolated from suitable habitat nearby by housing and roads. There are urban badgers in Cardiff, but these are in areas of good connectivity between semi-natural habitats, rather than isolated sites such as this. At this site, the nearest suitable badger habitat is at the Heol Hir parkland to the north and east, about 120m away, separated by roads and housing. It is not inconceivable that if there are badger setts at the Heol Hir site then they may occasionally forage on the Llanishen High School pitches, but this does not protect this area in itself, and he cannot see anywhere where there might be a sett on the high school site.
- 5.13 Retention and enhancement of the scrubby margins around the site would benefit any badgers which do forage there.
- 5.14 As there is some vegetation management and tree removal proposed, he recommends a condition to protect **nesting birds**. Retention and enhancement of the scrubby margins around the site would benefit any birds which nest and forage there.

- 5.15 **Hedgehogs** are in severe decline in the UK, so every effort should be made to avoid harm to this species and to include habitat enhancements in the landscaping of the final scheme. If any areas of scrub, rough grassland or areas with dense leaf litter layer are to be removed, then this should take place as sensitively as possible to avoid harm to hedgehogs. Subsequently, the following measures should be incorporated into the final landscaping scheme:
- (i) A hole or gap of at least 13cm at the bottom of fences to allow free movement of hedgehogs;
 - (ii) Any felled trees retained and used to make a log or brash pile;
 - (iii) Areas of dense planting created / retained, preferably including some deciduous species to allow build-up of a leaf litter layer;
 - (iv) A diversity of plants rich in nectar, to provide an abundance of insects
- 5.16 In accordance with the **Pollinator Action Plan for Wales**, every effort should be made to allow wildflowers to develop on grassland areas, with the emphasis on native species rather than commercially available non-native seed mixes.
- 5.17 These comments contribute to this Authority's discharge of its duties under Section 6 of the Environment (Wales) Act 2016. This duty is that the Authority must seek to maintain and enhance biodiversity in the exercise of its functions, and in so doing promote the resilience of ecosystems, so far as is consistent with the proper exercise of those functions. In complying with this duty the Authority will have to take account of the resilience of ecosystems, in particular the following aspects—
- (a) diversity between and within ecosystems;
 - (b) the connections between and within ecosystems;
 - (c) the scale of ecosystems;
 - (d) the condition of ecosystems;
 - (e) the adaptability of ecosystems.
- 5.18 The **Operational Manager, Environment (Noise & Air)**, having reviewed the revised details it is noted that an earth bund and a 1.5m fence is to be constructed/erected around the pitch on three sides, and that the hours of operation is to be restricted to:
- (i) Monday to Friday 08:00 – 21:00;
 - (ii) Saturdays 10:00 – 19:00;
 - (iii) Sundays 10:30 – 16:30; and
 - (iv) Bank Holidays – No Use.
- 5.19 In light of these restrictions he is of the considered opinion that the noise from this development will not cause unacceptable harm to the local amenity of the neighbouring residential dwellings. He considers that the amended application complies with Policy EN13 of the Cardiff Local Development Plan.
- 5.20 The Council's **Access Officer** has been consulted and any comments received will be reported to Committee.

5.21 The **Operational Manager, Drainage Division**, has been consulted. No objection has been received.

6. **EXTERNAL CONSULTEES RESPONSES**

6.1 **Dwr Cymru Welsh Water** has reviewed the drainage report and recommends that a condition be attached preventing any surface water and/or land drainage to from connecting directly or indirectly with the public sewerage network 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. They also include advice relating to applications for connection, sewer design requirements, and the location of public sewers, lateral drains, and water mains.

6.2 **The South Wales Police Design Out Crime Officer** has no objection to the proposal and considers that the proposal will add to security by providing active and capable guardianship on site during non - school hours. He can confirm detailed pre application discussions took place with developers as to security and community safety issues and police have recommended that development is built to Secured by Design standards. Specific recommendations included security of changing areas, fencing, lighting car park and CCTV.

7. **REPRESENTATIONS**

7.1 **Craig Williams MP** has met with a number of constituents opposed to the application, and has also met the applicants. He notes that a number of changes have been made to the application and requests that Planning Committee look carefully and see whether any mitigation can be considered to overcome resident's concerns.

7.2 **Local Members** have been consulted. Any comments received will be reported to Committee.

7.3 A **petition** of 238 no. signatures from residents of Everest Avenue, Heol Hir and Station Road in opposition to the application has been received on grounds of excessive noise, light pollution, and potential for anti-social behaviour.

7.4 56 no. **objections** were received to the original proposals, which included a clubhouse, from residents of Heol Hir, Everest Avenue, Pantbach Road and Station Road. Their objections are summarised as follows:

- (i) Consumption of alcohol at a licenced premises with an outdoor terrace and smoking on a school property is unacceptable;
- (ii) Intended hours of use until 9pm/11pm would cause serious harm to residential amenity;
- (iii) Unacceptable noise disturbance from clubhouse (first floor terrace, amplified music) and pitch;
- (iv) No numbers have been specified for the anticipated crowd of spectators;
- (v) The school has closed the tennis hut prematurely;

- (vi) Significant light spill into residential gardens would be unacceptable and contrary to LDP Policy EN13;
- (vii) Increased risk of anti-social behaviour;
- (viii) Neighbouring occupiers will no longer be able to enjoy their gardens;
- (ix) Contrary to the human right to enjoy peace and quiet in their homes (Articles 8 and 1 of Protocol 1);
- (x) A similar scheme in Rayleigh, Southend was refused;
- (xi) The facility may be used for regional rugby events in addition to the club and school use;
- (xii) Lighting Impact Study incorrectly categorises the Environment Zone as E3 (Suburban) when E2 (Rural) would be more appropriate as area is currently dark and not affected by street lighting;
- (xiii) Floodlights, fencing and artificial turf is unattractive, out of scale and character with the area;
- (xiv) Harm to wildlife including bats, birds, foxes and badgers. Loss of wildlife habitat;
- (xv) Will result in a net reduction in sporting benefit for the school;
- (xvi) Loss of open space;
- (xvii) Conflicts with LDP Objectives 1j, 2d, 2g, 2e, 3c, 3g and Policies C1 and C4;
- (xviii) Harm to human health;
- (xix) Need for the development has not been justified;
- (xx) Noise Impact Assessment is inadequate;
- (xxi) Transport Statement does not justify car parking provision or increased traffic;
- (xxii) Increased risk of crime due to increased footfall to rear of properties;
- (xxiii) Loss of privacy through overlooking from proposed footpath;
- (xxiv) Permission was recently refused in Rayleigh, Southend, for a similar proposal on grounds of noise and light impact being unacceptable for neighbouring occupiers;
- (xxv) Increased litter pollution;
- (xxvi) Damage to boundary enclosures by pupils short-cutting;
- (xxvii) Pre-Application conclusions are mis-leading;
- (xxviii) Contrary to UDP Policies 2.24 and 2.64;
- (xxix) Loss of open space. Llanishen currently has a deficit of 23.46 hectares. Conflicts with open space policy 2.49;
- (xxx) Mis-leading public consultation;
- (xxxi) Contrary to the Smoke-Free Premises (Wales) Regulations 2007;
- (xxxii) Loss of existing sport facilities - proposed pitch does not cater for football or tennis;
- (xxxiii) Devaluation in property;
- (xxxiv) Inadequate parking provision;
- (xxxv) Related development of 25 dwellings at the club's existing ground relies upon this application as compensatory provision (ref: 16/0711/MJR); the ethics of the planning process have been compromised;
- (xxxvi) Air pollution from car exhaust fumes.

7.5 15 no. comments in support of the application have been received from residents of Heol Hir, Station Road, Crundale Crescent, Pantbach Road,

Youghal Close and Ton-yr-Ywen Avenue, Cardiff High School and Itsus Consulting, together with unaddressed emails from members of the rugby club as follows:

- (i) development would allow the school to improve its inspection rating from adequate to good or excellent;
- (ii) would provide a state of the art facility which will benefit the school pupils and many members of the community for future generations;
- (iii) It is unrealistic to assume that the playing fields will provide a tranquil outlook in perpetuity;
- (iv) questions the legitimacy of the petition;
- (v) traffic on Heol Hir is suitably calmed;
- (vi) proposals are a good shared use of space and facilities;
- (vii) enable the continued development of young people with sporting and life skills;

7.6 The Welsh Rugby Union (WRU) supports the application as they consider that the project will provide a fit for purpose facility to host a wide spectrum of new activities and services for the local community. Specifically, the new facilities will:

- (i) deliver a community asset forging stronger relationships between the community and its rugby club making the community of Llanishen a better place to live;
- (ii) Improve accessibility to all members of the local community throughout the year as the Club will act as an essential resource for many local people particularly during the winter months for those more vulnerable members whose participation in club based activities is very often the only social interaction they experience;
- (iii) Deliver a wide range of activities and services on site for participants of all ages and abilities from mini rugby teams through to older age groups.
- (iv) Promote the delivery of inter-generational activities in a safe and comfortable environment building a sense of self-worth amongst user groups;
- (v) Increase participation – by accessing new and improved facilities, the membership numbers associated with both the rugby club (especially the mini and junior section) and other user groups will increase ensuring that more people participate in worthwhile and meaningful activities.
- (vi) Meet the strategic objectives of the All Wales Collaboration Programme by delivering an artificial surface for use by all local sporting teams in the North of Cardiff; and
- (vii) Provide a venue to host key Welsh Rugby Union Blues Region Development initiatives

7.7 Following a re-consultation on the amended proposals, which removed the clubhouse element and reduced the intended hours of use, 35 no. further objections were received from residents of Heol Hir, Everest Avenue, and Station Road. Their objections are summarised as follows:

- (i) proposed car park on the site of the tennis hut is too close and will result in noise pollution, reducing quality of life;
- (ii) lack of engagement with local residents;
- (iii) questions effectiveness of the earth bunding and fencing to mitigate noise impacts as clear lines of sight will exist with neighbouring occupiers;
- (iv) concerned regarding problems preventing comments from being submitted online;
- (v) light pollution from 8 no. 15 metre high floodlights;
- (vi) infringement of Article 8 and Article 1 of Protocol 1 of the Human Rights Act;
- (vii) Noise nuisance affected their quality of life. Could result in a Statutory Noise Nuisance under the Environmental Health Act (1990). Noise Impact Assessment is inadequate as levels for senior matches and spectator numbers are absent;
- (viii) There is no provision to limit crowd numbers;
- (ix) Large pitch size means use by other clubs with substantial crowds is likely;
- (x) Loss of green space/grass sports pitches by a substantial artificial pitch. Paragraph 4.169 of the LDP recognises the importance of open spaces. Llanishen already has an open space deficit of 23.46 Hectares. Contrary to the deposit UDP Policy 2.49;
- (xi) Unacceptably large pitch in residential area;
- (xii) Additional traffic impact which has not been justified resulting in congestion on local network;
- (xiii) Harm to human health;
- (xiv) Need for the development has not been justified;
- (xv) Increased risk of crime;
- (xvi) Reduced hours of use until 9pm are out of proportion to school's needs and would still result in unacceptable harm to residential amenity; 8pm would be a reasonable finish time;
- (xvii) Similar schemes in Rayleigh, Essex, and Werrington Borough Council, Peterborough, Hillingdon, Plymouth, Somerset, St Albans, Sefton and Howell's School, Cardiff have been refused planning permission due to impact upon residential amenity. None of the similar schemes across South Wales (Pontypridd, Bishop of Llandaff, Newport, Llanwern, Clydach, Pontllanfraith, Heolddu, Abertillery, Ebbw Vale, Cowbridge, Llandarcy & Ystrad Mynach) are located as inappropriately as this application;
- (xviii) Increased risk of anti-social behaviour;
- (xix) Out of scale and out of character with the surrounding area. Fencing and lighting columns will be unattractive;
- (xx) Will harm residents enjoyment of their property;
- (xxi) Use should be restricted to school use only;
- (xxii) Pitch is too large;
- (xxiii) Harm to visual amenity – proposed landscaped bund will be approximately 8 metres high;
- (xxiv) Harmful impact upon wildlife and their habitat including bats, birds and hedgehogs;

- (xxv) Car parking provision is insufficient;
- (xxvi) Inadequate community engagement;
- (xxvii) Contrary to LDP Policy KP16 and paragraph 4.176 as no compensatory provision is proposed;
- (xxviii) Contrary to LDP Policy EN13;
- (xxix) Related development of 25 dwellings at the club's existing ground relies upon this application as compensatory provision (ref: 16/0711/MJR); the ethics of the planning process have been compromised;
- (xxx) LDP Policy C1 encourages community facilities where amenities of neighbouring and nearby residential properties would not be unduly prejudiced;
- (xxxi) Queries the safety of school children;
- (xxxii) Lighting Impact Study incorrectly categorises the site to be in the suburban (E3) Environment Zone when it should be E2 (Rural – areas of low ambient brightness. Outer urban or rural residential areas);
- (xxxiii) Strongly recommends Committee carry out a site visit before determination;
- (xxxiv) Contrary to LDP Policy C4; and
- (xxxv) Increased litter pollution.

7.8 One letter of support for the amended proposals has been received from the occupiers of 92 Heol Hir, who state they do not object to the pitch, the lighting, the noise from sporting activities on what is a sports field after all.

7.9 A further re-consultation took place following the receipt of an amended Transport Statement. 13 no. objections were received from residents of Everest Avenue, plus one unaddressed which are summarised as follows:

- (i) Significant detrimental impact on enjoyment of rear gardens;
- (ii) Noise and light disturbance as pitch is too close to private gardens;
- (iii) Loss of privacy through overlooking from users of the surrounding footpath;
- (iv) Use outside school hours, weekends and bank holidays;
- (v) Infringement on human rights to enjoy their property;
- (vi) Project is motivated by money and club will benefit financially from income;
- (vii) Club are insensitive to impact upon neighbouring occupiers;
- (viii) Flooding and drainage concerns;
- (ix) Harm to human health;
- (x) No mention in the application of nos. of supporters expected to attend;
- (xi) Detrimental impact upon health of neighbouring occupier;
- (xii) Contrary to LDP Policy EN3;
- (xiii) Disturbance foraging bats and other wildlife. No bat survey has been carried out for the tennis hut;
- (xiv) Floodlight design is unattractive and unwelcome;
- (xv) Proposed bunds will be ineffective in deflecting noise and will magnify not mitigate sound
- (xvi) Security concerns from increased use;
- (xvii) Loss of treasured green space and natural drainage facility;

- (xviii) Drainage concerns;
- (xix) Increased light pollution;
- (xx) Noise disturbance from sporting activities;
- (xxi) Transport Statement does not account for use by wider community;
- (xxii) School also hires out its premises which could lead to a parking problem if both pitch and school are hired out at the same time;
- (xxiii) Will result in the loss of two football pitches, a rugby pitch, rounders pitch, and tennis centre;
- (xxiv) Increased traffic.

8. ANALYSIS

- 8.1 The key issues for consideration of this application are the principle of the development, its design and external appearance, the impact upon residential amenity, proposed access and parking arrangements, and ecology and landscaping matters.
- 8.2 It should be noted that Planning Committee visited the site on 2nd November 2016.

Principle of Development

- 8.3 The site forms part of the existing playing fields of Llanishen High School. It is not classified as open space and therefore Policy C4 (Protection of Open Space) of the Local Development Plan (LDP) does not apply. The creation of a floodlit artificial turf pitch on existing playing fields within the school grounds is considered to be acceptable in principle, subject to detailed considerations.

Design and External Appearance

- 8.4 The amended changing room facility, at approximately one third the size of the existing tennis centre and with a reduced height, is considered to be modest in scale. Its re-design to incorporate a flat green roof is considered to be acceptable and the intention to finish the building in metal cladding is acceptable. A relevant condition is recommended to ensure a satisfactory finished appearance.
- 8.5 Concerns have been expressed by neighbouring occupiers regarding the visual impact of the floodlighting columns and the extent of fencing, however these structures are necessary for the operations of the intended use. Again, relevant conditions are recommended to ensure a satisfactory finished appearance.
- 8.6 The landscaped bund will assist in providing a degree of screening of the floodlit pitch, thus reducing the visual impact of the proposals. The proposed fencing will ensure for site security and provide protection to the rear of residential properties. It is noted that the Police Design advisor has no objections to the proposal and has provided guidance to the applicant prior to the application submission.

Residential Amenity

- 8.7 The amended application has deleted the clubhouse and reduced the proposed hours of operation. Consequently, a number of the concerns originally held by neighbouring occupiers regarding the range of activities at the clubhouse no longer apply. However, it is noted that concerns remain regarding the intended use of the pitch.
- 8.8 Whilst it is noted that the amended hours would allow use of the pitch 7 days a week, officers consider that the intention to cease use from 19:00 on Saturdays and 16:30 on Sundays with no use on bank holidays is sufficient to safeguard the amenities of neighbouring occupiers. Use until 21:00 hours Monday to Friday is comparable to other schemes approved by the Local Planning Authority and is considered to be a reasonable time for the cessation of mid-week activities. Overall it is considered that the intended hours of use strikes an acceptable balance between allowing reasonable use of the facility whilst avoiding unacceptable harm to neighbouring occupiers.
- 8.9 In respect of lighting, the submitted Lighting Study confirms that less than 5Lux horizontal spill will occur at the boundary with private residences and a maximum of 7Lux vertical spill at rear elevations on Heol Hir. These figures comply with recommendations of the Institute of Lighting Professionals for an environmental zone E3 (suburban areas).
- 8.10 Attention is drawn to the comments of the Operational Manager, Environment (Noise & Air), who, having considered the application and the Noise Impact Assessment, does not consider that an unacceptable impact would occur to neighbouring occupiers. Relevant conditions to protect residential amenity are attached.
- 8.11 The landscaped bund proposed to the north, east and west of the pitch provides additional mitigation against noise and light spill for neighbouring occupiers. Concerns have been expressed by neighbouring occupiers that the proposed footpath on the bund would result in a loss of privacy to their properties. However, access to this path is gated and the path would be set between 5 and 34 metres from neighbouring occupiers, which benefit from rear boundary enclosures. It is not considered that the route of this path would cause unacceptable harm to residential amenity.
- 8.12 It is not considered that the amended proposals conflict with the provisions of LDP Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

Parking and Access

- 8.13 The Operational Manager, Transportation, having considered the amended Transport Statement, is satisfied that traffic associated with the proposed use will occur outside of peak hours and will also avoid the times when the school restricts access to its premises. The creation of a 36 no. bay car parking area on part of the site of the existing tennis centre, utilising the existing school entrance, in combination with the existing school parking provision at weekends

for overflow parking (40 no. car plus away team coach) is considered to be of sufficient capacity to accommodate parking associated with rugby club events. The parking provision is considered to be policy compliant. It is noted that the site is well served by existing bus routes and is accessible by walking and cycling. Relevant conditions are attached.

- 8.14 The relationship between the proposed car park and the existing dwellings immediately west is not considered to be unacceptable, mindful that the car park would be sited a minimum of 30 metres from the rear boundaries of the dwellings and existing cypress trees screen the tennis centre from these neighbours. The tree report accompanying the application categorises this group as having low quality and recommends partial replacement of certain trees in the group. A relevant condition is attached.

Ecology & Landscaping

- 8.15 It has been noted that a number of third party objections have expressed concern regarding the loss of wildlife habitat and harm to species arising from the development. The Council's Ecologist, in commenting on the application, did not consider that the impact would be so great as to justify a requirement for surveys to be undertaken prior to the determination of the application, recognising that the periphery of the site, where the most important habitat features are located, would be retained and enhanced through additional landscaping. He welcomed the landscape proposals.
- 8.16 It is considered that the ecological impacts of the development can be successfully mitigated through relevant conditions.

Third Party Representations

- 8.17 It is noted that the application has received a number of representations in support of the application. In respect of the objections received from neighbouring occupiers which have not already been addressed in this report:
- (i) The timing of the closure of the tennis facility is not relevant to the determination of the application;
 - (ii) The amended scheme is unlikely to result in increased amounts of anti-social behaviour;
 - (iii) With respect to impact on human rights, Protocol 1 does indeed say that a person is entitled to the peaceful enjoyment of his possessions – but it goes on to qualify that right as being “except in the public interest and subject to the conditions provided by law”. In *Huang v Secretary of State*, the Supreme Court held that there is a “need to balance the interest of society with those of individuals and groups”. The right is not absolute and it may be restricted provided the restrictions are lawful, have a legitimate aim and are balanced. The established planning decision-making process assesses the impact, which a proposal will have on individuals and weighs that against the wider public interest when determining whether development should be permitted. That is consistent with the

- requirements of the European Convention on Human Rights;
- (iv) Planning decisions taken by other Local Authorities in the UK are not relevant to the determination of this application as each application must be determined on its own planning merits and no two sites are the same;
 - (v) The categorisation of the site as a suburban area (Zone E3) in the Lighting Impact Study is considered to be appropriate;
 - (vi) The artificial turf pitch will guarantee year-round sporting activities on the site for the school. A red gra hockey pitch and grass pitches would be retained to the east and south of the school grounds;
 - (vii) The proposals are considered to be consistent with LDP objectives 1j (increasing sustainable travel), 2d (healthy lifestyles), 2e (safer environments), 3c (protect natural environments), 3g (create a cleaner and more attractive environment) and LDP Policy C1 (Community Facilities). LDP objective 2g (multi-functional parks and open spaces) and LDP Policies KP16 (Green Infrastructure) and C4 (Protection of Open Space) do not apply to the application as the site is not designated as open space;
 - (viii) It is not considered that the proposals would cause harm to human health. On the contrary, the proposals would provide enhanced recreation provision which is likely to encourage healthy living;
 - (ix) It is not necessary for the applicant to demonstrate their need or motive for submitting this application; it is the Local Planning Authority's responsibility to determine the application on its merits;
 - (x) Litter generated from the intended use would be the responsibility of the applicant and school to manage. A condition requesting details of refuse storage is attached;
 - (xi) There is no evidence to suggest that pupil short-cuts will continue to damage existing enclosures. In any event new fencing is proposed to improve security;
 - (xii) The deposit Unitary Development Plan (UDP) has been superseded by the Local Development Plan (LDP);
 - (xiii) The Council is not responsible for any pre-application consultation that was carried out. However, the consultations undertaken during the processing of the planning application have met the consultation requirements set out in legislation;
 - (xiv) Devaluation in property is not a material planning consideration;
 - (xv) The outcome of a separate application on land owned by the applicant is entirely separate to the determination of this application.
 - (xvi) It is not considered that air pollution from car exhaust fumes would be so great as to justify refusal of permission. This has not been raised as a concern by the Operational Manager, Environment (Noise & Air Pollution);
 - (xvii) The projected spectator numbers can be satisfactorily accommodated within the overflow parking provision;
 - (xviii) The noise impacts of the development have to be balanced with other material planning considerations. In the event that a statutory noise nuisance does occur, this can be controlled under separate legislation;
 - (xix) The pitch can be accommodated comfortably within the site, with

- sufficient room for additional landscaped bunds to be created to benefit biodiversity and in the interests of visual amenity;
- (xx) The dual use of the facility by the school and the rugby club is considered to be a positive approach to maximising the efficient use of space;
 - (xxi) The continued safety of school children will be a matter for the school to manage;
 - (xxii) A relevant condition is attached to address drainage concerns.

Other Considerations

- 8.18 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.
- 8.19 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.
- 8.20 Section 3 of the Well-Being of Future Generations 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.

9. CONCLUSIONS

- 9.1 It is recognised that the nature of the application has generated significant interest from neighbouring occupiers and the concerns raised regarding the potential impact of the use of the facility upon their amenities is a material consideration that requires careful thought. The relevant issues have been considered together with the amended proposals, which would provide a changing room facility as opposed to a licenced clubhouse, and reduced hours of operation. Having weighed the planning issues, it is considered that the amended proposals strike an acceptable balance between the provision of high quality recreational facilities to the benefit of the school, Llanishen Rugby Club, and the wider community whilst safeguarding the amenities of neighbouring occupiers as well as providing landscaping and biodiversity benefits.

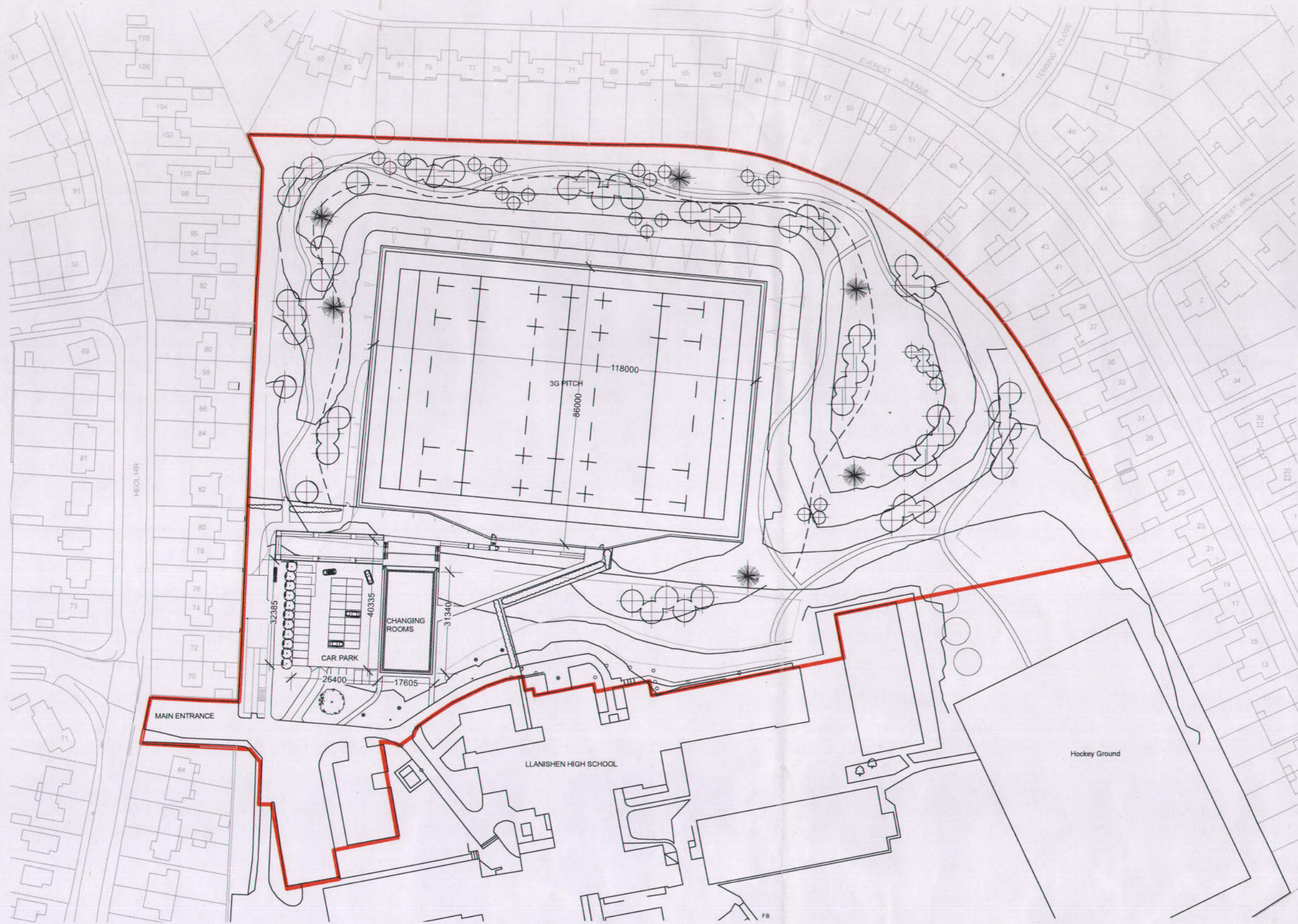
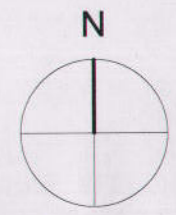
9.2 It is recommended that planning permission be granted, subject to relevant conditions.

GENERAL NOTES

Drawing to be read in conjunction with all information by architects, structural engineer & service consultants.

The contractor is not to scale from this drawing. All written dimensions to be checked on site before work commences. Discrepancies, where identified, must be reported to the architect immediately.

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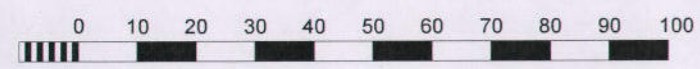


| Issue | Chkd/Drawn | Date | Description |
|-------|------------|----------|-----------------------------|
| E | MG/AV | 7/10/16 | Revised Planning Issue |
| D | MG/TL | 24/08/16 | Acoustic fence added |
| C | MG/DOR | 23/05/16 | Amendment to security fence |
| B | MG/DOR | 12/05/16 | Issued for planning |
| A | DOR/VK | 30/04/15 | Preliminary issue |

| Status | Job No. | Drwg No. | Issue |
|----------|---------|----------|-------|
| PLANNING | 1506 | 150-01 | E |

Drawing: PROPOSED LOCATION PLAN
 Drawing No: 1:1250@A3

Project: LLANISHEN RFC CHANGING ROOMS

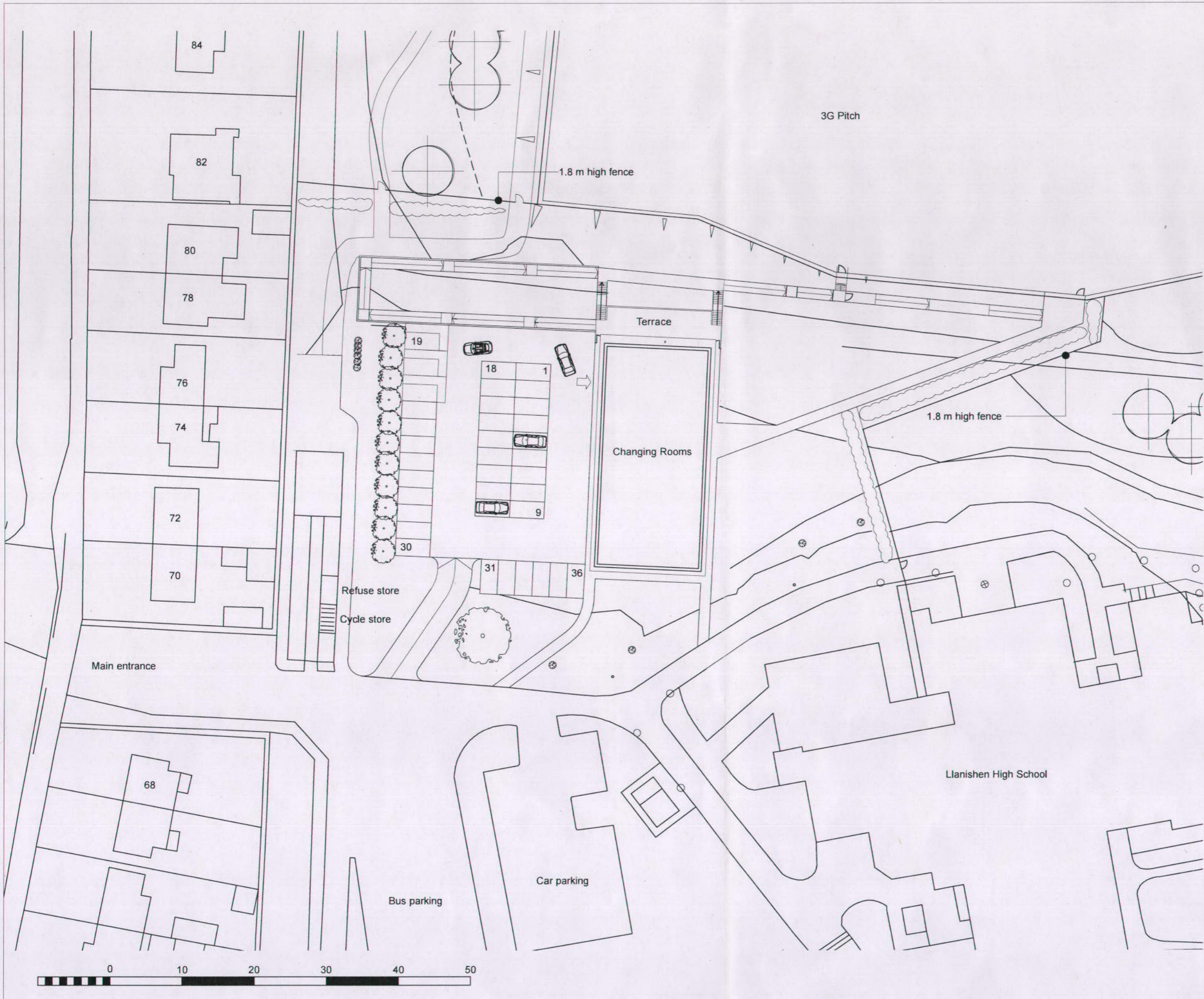
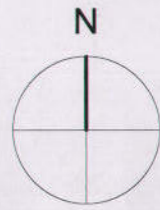


GENERAL NOTES

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| Status | Job No. | Drwg No. | Issue |
|----------|---------|----------|-------|
| PLANNING | 1506 | 150-02 | E |

Drawing: PROPOSED SITE PLAN 1:500@A3

Project: LLANISHEN RFC CHANGING ROOMS

GENERAL NOTES

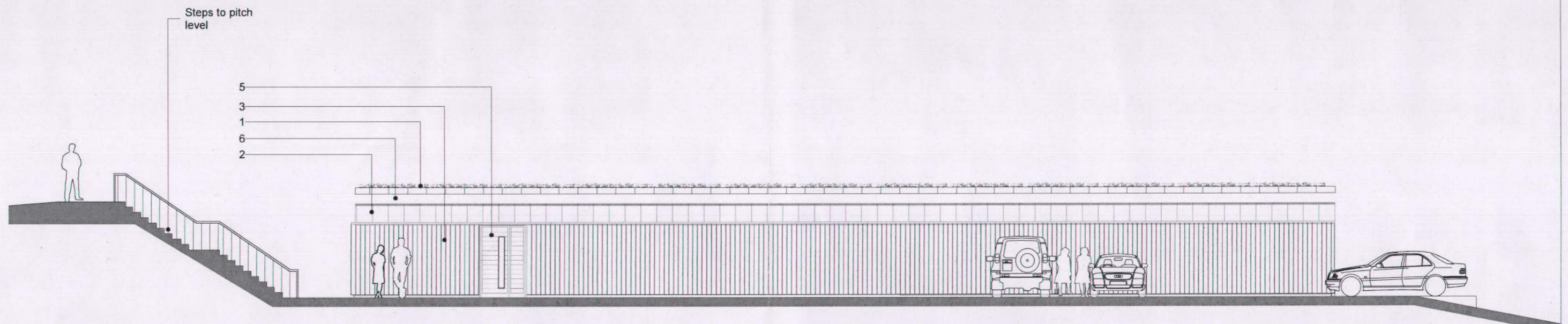
Drawing to be read in conjunction with all information by architects, structural engineer & service consultants.

The contractor is not to scale from this drawing. All written dimensions to be checked on site before work commences. Discrepancies, where identified, must be reported to the architect immediately.

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MATERIAL KEY

1. Extensive Green roof
2. Translucent Polycarbonate walling
3. Profiled metal cladding
4. Louvres - Dark grey PPC aluminium
5. Doors - Solid timber panel doors to PAS 24
6. Roof Canopy - Grey PPC Aluminium
7. Aluminium Roller shutter to Servery
8. Rainwater goods - PPC aluminium

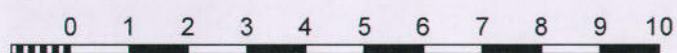


| | | | |
|-------|------------|----------|------------------------|
| C | MG/AV | 7/10/16 | Revised Planning Issue |
| B | MG/DOR | 12/05/16 | Issued for planning |
| A | DOR/VK | 07/05/15 | Preliminary issue |
| Issue | Chkd/Drawn | Date | Description |

| | | | |
|----------|---------|----------|-------|
| Status | Job No. | Drwg No. | Issue |
| PLANNING | 1506 | 152-04 | C |

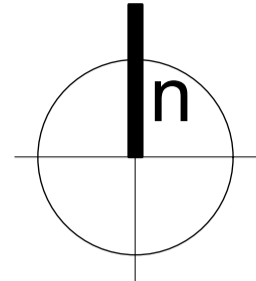
Drawing 1:125@A3
PROPOSED WEST ELEVATION

Project
LLANISHEN RFC CHANGING ROOMS



legend

- proposed short turf & path mown through wildflower grassland
- proposed hedge
- proposed artificial turf
- wild flower grassland with differential mowing
- trees (birch, pine and oak) underplanted with shrubs (gorse, honeysuckle and hawthorn)
- acoustic barrier 1.5m high
- fence 2.1m high
- fence 3.0m high
- fence 8.0m high
- gate



Trees such as pine and oak planted in scrub planting such as gorse and hawthorn help to soften and screen development and encourage wildlife

Existing vegetation (bramble scrub and wildflowers) forms a wildlife corridor which will be retained and supplemented with proposed seeding and planting

Floodlit all-weather pitch with artificial playing surface and 15m lighting columns
Cut and fill creates new pitch at mainly lower levels than existing pitches in order to reduce visual impact

Proposed mounding provides naturalistic landform which softens views of fencing and lighting columns and increases effective height of planting

Proposed wildflower grassland improves habitat diversity, attracting bees, butterflies and birds, and providing an educational resource.

Grassland managed for wildlife by differential mowing i.e. short mown path (for school use only, and during school hours) and shorter grass adjacent to fence; longer grass elsewhere which allows flowers to set seed

New hedges soften proposed fencing

Split level terrace with timber decking overlooks pitch
Existing conifer screen retained

New ornamental planting softens proposed tarmac car parking (36no. cars) and clubhouse

Existing mature tree retained

Existing young trees retained or replanted where necessary to accommodate site works and level changes

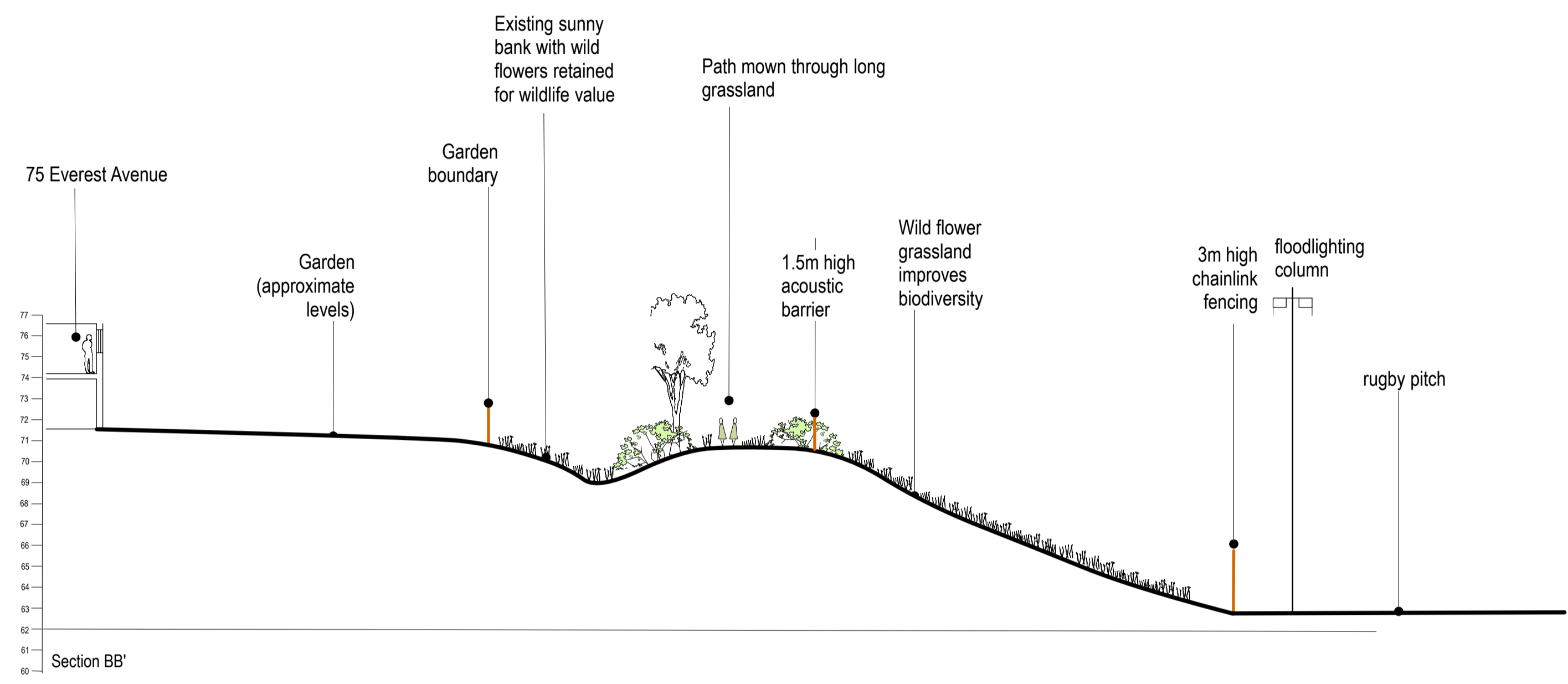
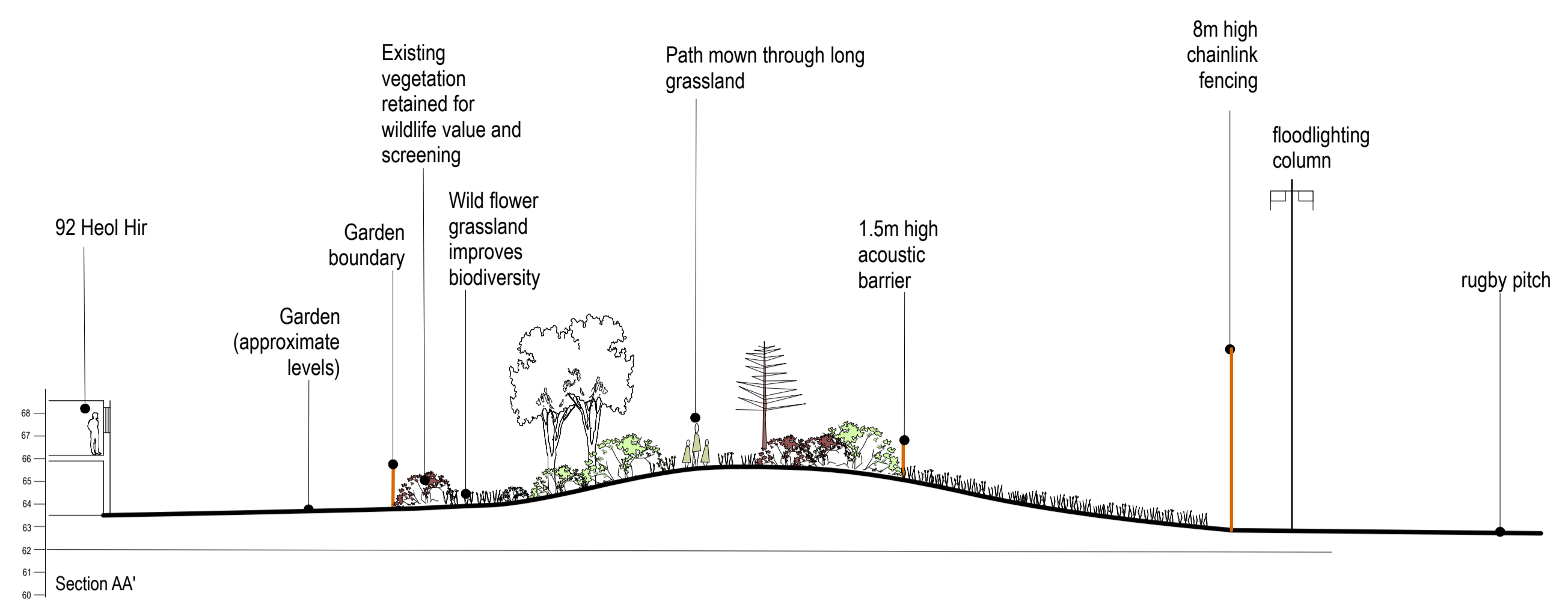
Access retained between sports pitch and hockey ground



Revision B May 2016: Amended alignment to security fences and hedges

| | | |
|---|--|---|
| catherine etchell associates landscape architecture · recreation planning <small>t: 01874 636903 · f: 0871 9004460 · e: landscape@etchell.info Parc y Bedw · Libanus · Brecon · LD3 8NN</small> | | |
| job title Llanishen Rugby Club client Llanishen RFC | drawing title Landscape Strategy | scale · 1:500 at A1 date · May 2016 drawn · CE drawing number · 347.01 revision · B |

347.LlanishenRugbyClub



| | | |
|--|---|---|
|  catherine etchell associates landscape architecture • recreation planning t: 01874 636903 • f: 0871 9004460 • e: landscape@etchell.info Parc y Bedw • Libanus • Brecon • LD3 8NN | | scale • 1:200 at A1 date • May 2016 drawn • CE drawing number • 347.02 revision • - |
| job title Llanishen Rugby Club client Llanishen RFC | drawing title Elevations proposed | |

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LOCAL MEMBERS OBJECTION

COMMITTEE DATE: 14/12/2016

APPLICATION No. **16/01739/MJR** APPLICATION DATE: 29/07/2016

ED: **CATHAYS**

APP: TYPE: Full Planning Permission

APPLICANT: Cardiff University

LOCATION: 46-48 PARK PLACE, CATHAYS PARK, CARDIFF, CF10 3BB

PROPOSAL: PROPOSED REDEVELOPMENT OF NO.'S 46 TO 48 PARK PLACE FOR THE CONSTRUCTION OF CARDIFF UNIVERSITY'S CENTRE FOR STUDENT LIFE

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding planning obligation in agreement with the Council under **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in section 9 of this report, that planning permission be **GRANTED** subject to the following conditions:

1. C01 Statutory Time Limit
2. 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.
Reason: To provide satisfactory advance notification of the start of works consistent with the aims of Article 12 of the Town & Country Planning (Development Management Procedure)(Wales)(Amendment) Order 2016
3. Planning Permission is granted for the development as indicated on approved plan references:

| | | |
|--|------------------|----|
| Location Plan | 1824-FCBS-A-0100 | P1 |
| Site Plan | 1824-FCBS-A-0101 | P1 |
| Ground Plan | 1824-FCBS-A-0102 | P1 |
| Ground Floor Plan | 1824-FCBS-A-0200 | P1 |
| First Floor and Mezzanine | 1824-FCBS-A-0201 | P1 |
| Second Floor Plan | 1824-FCBS-A-0202 | P1 |
| Third Floor Plan | 1824-FCBS-A-0203 | P1 |
| Fourth Floor Plan | 1824-FCBS-A-0204 | P1 |
| Roof Plan | 1824-FCBS-A-0205 | P1 |
| Park Place Elevation | 1824-FCBS-A-0310 | P1 |
| Senghennydd Road and Rear Elevation | 1824-FCBS-A-0301 | P1 |

| | | |
|-------------------------------|------------------|----|
| Side Elevations North & South | 1824-FCBS-A-0302 | P1 |
| Park Place Elevation Rendered | 1824-FCBS-A-0310 | P1 |
| Section AA | 1824-FCBS-A-0400 | P1 |
| Section BB, CC, DD | 1824-FCBS-A-0401 | P1 |
| Section EE | 1824-FCBS-A-0402 | P1 |
| Section FFa | 1824-FCBS-A-0403 | P1 |
| Section FFb | 1824-FCBS-A-0404 | P1 |
| 00 Axonometric | 1824-FCBS-A-0900 | P1 |
| 01 Axonometric | 1824-FCBS-A-0901 | P1 |
| 02 Axonometric | 1824-FCBS-A-0902 | P1 |
| 03 Axonometric | 1824-FCBS-A-0903 | P1 |
| 04 Axonometric | 1824-FCBS-A-0904 | P1 |
| 05 Axonometric | 1824-FCBS-A-0905 | P1 |
| Facade Axonometric | 1824-FCBS-A-0910 | P1 |

Reason : The plans amend and form part of the application.

4. Prior to the laying of any foundations for the development, a scheme of full architectural detailing of the building exterior shall be submitted to and approved in writing by the Local Planning Authority, and the development shall thereafter be completed in accordance with the approved details. The details shall generally comprise relevant part face and section details at a scale of 1:20, unless requested to be at a larger scale by the Local Planning Authority, in respect of matters of particular finite detail.
Reason: Such finite details have not been resolved at this juncture and will be critical to the overall success of the aesthetic.
5. Prior to the construction of the exterior elements of the building including but not limited to column detail, curtain glazing, balustrading, building adornments, samples of the materials or features shall be made available to the local planning authority for their written approval. The construction shall thereafter be completed in accordance with the approved samples.
Reason: To ensure for an appropriate aesthetic to the building in the context of the Cathays Park Conservation area.
6. This planning permission does not consent or infer any consent for any advertisements or signage as might have been illustrated in any submission documentation, and separate consent will need to be obtained for any such proposals.
Reason: For the avoidance of doubt.
7. Prior to the beneficial use of the development, the Highway/service access to the South East and North West of the site including the whole of the area of approach to Cathays Railway Station shall be completed in accordance with a scheme of detail which shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure for the timely provision of such works as will be necessary to ensure for the safe operation of the building and to mitigate the potential for vehicle and pedestrian conflict in these areas.

8. The building design shall incorporate features which will offer opportunities to provide for the favourable conservation status of bats in accordance with a scheme of detail which shall first have been submitted to and approved in writing by the local planning authority and the features shall be provided prior to the beneficial use of the building approved.

Reason: To ensure for the favourable conservation status of bats.

9. No felling of trees shall take place until such time as Cardiff University can evidence to the Council that the site will be redeveloped within twelve months of the trees being felled. All clearance of vegetation and felling of trees shall thereafter be undertaken between September and February, and at no other time unless expressly agreed by the Local Planning Authority in writing.

Reason : To ensure for the wellbeing of nesting birds and young.

10. Prior to the beneficial use of the building, a servicing management plan shall have been submitted to and approved by the local planning authority in writing, the plan shall identify all servicing protocols, procedures, and related facilities and equipment, for all types of delivery and collection services for the building, and the building shall thereafter be serviced in accordance with the approved plan.

Reason: To ensure that the servicing protocols, procedures and facilities will allow for the minimal potential for pedestrian and vehicular conflict, and to ensure for the safe freeflow of traffic on the highway.

11. Prior to the beneficial use of the building, a waste management plan shall have been submitted to and approved by the local planning authority in writing, the plan shall identify all waste management protocols, and collection arrangements and the building shall thereafter be serviced in accordance with the approved plan.

Reason: To ensure for a sustainable waste management solution.

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

The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled

- waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
 - (iii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
 - (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

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

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

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

Building Plant can be required to only modestly exceed existing backgrounds noise levels by imposition of a plant noise limitation condition limiting any additional plant noise to 10 dB below the background noise during the day (07:00 – 23:00) and night (23:00 – 07:00) time periods in accordance with BS4142:2014.

13. Prior to the laying of any floor slab a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local

Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document 'Land Contamination: A guide for Developers' (July 2006), unless the Local Planning Authority agrees to any variation.

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

14. The remediation scheme approved by condition 13 must be fully undertaken in accordance with its terms prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document 'Land Contamination: A guide for Developers' (July 2006), unless the Local Planning Authority agrees to any variation.

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

15. 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

16. 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

17. 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.

18. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.
Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.
19. The development shall be drained in accordance with a comprehensive scheme for the drainage of the site (Foul, Surface and Land Drainage Run Off) including details of any connection to the existing drainage system which shall first have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be brought into beneficial use until the scheme is carried out and completed as approved.
Reason: To ensure an orderly form of development.
20. Prior to the commencement of works on site details of the protection measures for the 975mm public combined sewer crossing the site shall be submitted to and approved by the Local Planning Authority. These shall include a construction design method statement and risk assessment for the protection of the structural condition of the strategic sewer crossing the site. Thereafter no other development pursuant to this permission shall be carried out until the approved protection measures have been implemented in full and be retained in perpetuity.
Reason: To protect the integrity of the public sewer and avoid damage thereto protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.
21. Surface water flows from the development shall only communicate with the public combined sewer through an attenuation device that discharges at a rate not exceeding a 1 in 30 year storm event. This figure shall be agreed in writing with the Local Planning Authority prior to any communication of flows to the public sewer.
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
22. All fumes from food preparation and cooking areas shall be mechanically extracted to a point to be agreed in writing by the Local Planning Authority, and the extraction system shall be provided with a de-odourising filter. All equipment shall be so mounted and installed so as not to give rise to any noise nuisance or visual intrusion. Details of the above equipment including all filters, ducting, extraction fans and flue/chimney shall be submitted to, and approved by, the Local Planning Authority in writing and the equipment installed prior to the

commencement of use for the cooking of food. The equipment shall thereafter be maintained in accordance with the manufacturers' guidelines, such guidelines having previously been agreed by the Local Planning Authority in writing.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

23. The rating level of fixed plant and equipment on the site shall not exceed a level of background -10dB when measured and corrected in accordance with BS 4142: 2014 at the nearest noise sensitive receptor.
Reason: To ensure that the amenities of occupiers or users of other premises in the vicinity are protected.
24. No demolition works shall commence until an appropriate programme of historic building recording and interpretation has been undertaken and a report submitted to and approved by the local planning authority; The building recording shall be undertaken in accordance with a written scheme of investigation which shall have been submitted to and approved in writing by the local planning authority prior to the commencement of the investigation. .
Reason: As the buildings to be demolished are of architectural and cultural significance the specified record and interpretation is required to mitigate the impact of their loss.
25. All excavations shall be subject to an archaeological watching brief to be undertaken by a qualified person of recognised qualification and expertise who shall be approved by the local planning authority prior to excavations commencing, the watching brief shall accord with a written scheme of investigation which shall be submitted to and approved by the local planning authority prior to the commencement of excavations. Thereafter an archaeological report shall be deposited with the Local Planning Authority for future record purposes.
Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.
26. Prior to the beneficial use of the development, The building and surrounds shall be provided with a scheme of external aesthetic, public realm, and security lighting in accordance with a scheme of detail which shall first have been submitted to and approved in writing by the Local Planning Authority.
Reason: To enhance the aesthetic of the building at night and to provide for appropriate public safety and access within its immediate environment without adversely impacting on the safety of the railway network.
27. C3S Cycle Parking
28. E3D Retain Parking Within Site

29. 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. The plan shall include as required, but not limited to details of site hoardings, site access, pedestrian or vehicle diversions, 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.
30. Notwithstanding the submitted plans, no part of the development hereby permitted shall be commenced until a scheme of environmental improvements to the highway and footway on Park Place adjacent to the site, and programme for its implementation, has been submitted to and approved in writing by the LPA. The scheme shall include, but not be limited to, the widening of the footways and provision of new and improvements to existing site accesses and controlled crossings, and the reconstruction/resurfacing of the remaining footways and narrowed carriageway, including as required the renewal of kerbs, channels and edging, lining and signing, drainage, lighting and street furniture. The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation of the site.
Reason: To ensure the reinstatement of the adjacent public highway in the interests of highway and pedestrian safety and to facilitate access to the proposed development.

RECOMMENDATION 2 : That the applicant be advised that the archaeological work required must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.

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 and;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates / soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under section 33 of the environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.

- Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

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

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

RECOMMENDATION 4 : The highway works condition/S106 works and any other development related works to the existing adopted public highway are to be subject to an agreement under Section 278 Highways Act 1980 between the developer and Local Highway Authority.

1. **DESCRIPTION OF DEVELOPMENT**

- 1.1 Cardiff University wish to build a 'Centre for Student Life' [CSL] in an iconic building immediately east of the Civic Centre opposite the University Main Building on Park Place. The CSL is envisaged as the welcome point for students, a single location for all non-academic student enquiries and needs, combining an IT rich environment with flexible study spaces, meeting and consultation rooms, a raked auditorium, and a range of catering and retail outlets. The building will provide for open days, grant, rent, and social services, counselling, as well as providing a central social meeting point and venue for presentations and displays, graduation and other ceremonies.
- 1.2 Of necessity the building must maintain an access to the current Student Union building located on Senghenydd Road which has stepped access spanning the intervening Valleys railway line onto Park Place.
- 1.3 The building is proposed in white concrete and glass, referencing the White Portland Stone finish of buildings across the road. It would be some 140m long and present a 127m colonnade frontage to Park Place and would obscure the Brown brick 1970s student Union building.
- 1.4 The building would have a visible roof line of some 21.6m above pavement level and would have a total height of some 27.6m including roof structures. Internally the building would have a double-height ground floor incorporating a mezzanine, and have 3 floors above, providing a total of some 8,500 sqm of gross internal floorspace.
- 1.5 The building is designed by Field Clegg Bradley Studios following an architectural competition for world renowned architects and promoted as a landmark building for the City, and the central component of the University's

masterplan to create a 'contemporary and future-oriented campus over the next few years'.

- 1.6 Components of the building include a generous open and flexible foyer space, facilities for informal social-learning opportunities combined with a student enquiry desk and a mix of formal and informal consulting space for assisted and self-help access to student life services; a multi-media auditorium (550 seat capacity) for academic and event use; bookable rooms for seminars, group work and quiet study outside of timetabled use; with supporting drinks and food offers and will foster an provide and enhanced Student Union access and presence from Park Place.

The Proposals also include for significant public realm enhancements to the pavements and carriageway in front of the development site which are proposed to be delivered through the mechanism of a S106 agreement in two phases; and for a financial contribution to implement a scheme of enhancement works to the greenspace to the south of the University Main building to provide for a better, more usable, recreational space and improved connectivity with the Alexandra Gardens.

2. **DESCRIPTION OF THE SITE**

- 2.1 Park Place is located within the Cathays Park Conservation Area. It is a moderately trafficked road outside of rush hour periods with pay and display parking on either side. Historically Park Place has formed the boundary of the formal Civic Centre, delineating a change between the grand portland stone classical buildings recognised and Listed as being of National Architectural and Historic Interest to the west, and lesser, though still important, Victorian and Edwardian buildings of more domestic character to the east. These streets also contain a number of Listed Buildings such as Burgess House, and non domestic additions such as the University Gymnasium.
- 2.2 The site comprises an irregularly shaped 170m long piece of land on an essentially NW-SE axis abutting the Valleys Railway line, with a 150m frontage to Park Place tracing the slow curve of Park Place and positioned opposite Cardiff University's Main Building.
- 2.3 The site currently contains the former Registry Office building (An extended and altered Victorian building now providing a Subway and Costa Coffee Offer); the access steps to the student union; and the substantial walled curtilage of 46 Park Place which contains a number of mature trees, and the Villa itself (1875) and its ancillary outbuilding. The site varies in depth from around 47m at its south eastern end, to around 17m at its north western extreme.
- 2.4 Immediately to the North of the site is a narrow lane, which provides the principal access and egress to Cathays Railway Station. The lane also provides a one way vehicular access to the rear of properties on Park Place, with a Northward Direction of travel exiting adjacent to the Railway Bridge on Cathays Terrace.

- 2.5 The former University Gym (A tall 1920s brick built building) bounds the lane to the northwest. (This is currently undergoing adaptation to provide for A3/A1 use as well as maintaining a recreational D2 use on upper floor). To the Southeast of the site are further 2/3 storey Villas principally in commercial office use, or providing accommodation for University research facilities.
- 2.6 To the northeast, the site is bounded by the Valleys railway line, and the Sherman Theatre and Student union building on Sengenydd Road. The student union building is a dominating brown brick building of 1970s construction and is easily viewed and accessed from Park Place via a stepped access which spans the railway line. The building detracts from the character and appearance of the Cathays Park Conservation Area as recognised in the Cathays Park Conservation Area Appraisal.
- 2.7 Also of note, although not visible, a main sewer parallels the railway line and has an ascribed easement. This is noted as a constraint on the extent of ground floor footprint of the proposed building.
- 2.8 To the northwest is the Park Place carriageway, a tree lined avenue, of predominantly mature Lime trees, To the eastern side of the carriageway, abutting the application site, is a footway of a variety of concrete slab and other finishes. Historically, these may have been Pennant flag, but have been replaced in ad-hoc sections with varying materials over very many decades. The opposite northwestern side of the carriageway provides for a grass verge and a footway of tarmac contained in white Granite kerbs with some sections partly highlighted with red aggregate, a characteristic and expected finish in the Civic Centre including the carriageway and parking areas around Alexandra Gardens further to the west.
- 2.9 The University Main building (1903 – 1964) is located opposite the site and is a Grade II* Listed building finished in Portland Stone, with an open courtyard enclosed by railings from Park Place (Historically the area for the fourth but uncompleted element of the envisaged University quadrangle). Together with the shorter returns of the Chemistry and Science wings of the building.
- 2.10 To the south of the University Main Building is a piece of public greenspace vested with the Council, which contains a variety of ‘surplus’ trees which have been planted in an unordered and random fashion over several years.

3. **SITE HISTORY**

- 3.1 Recent site history is limited to a number of change of use applications and advertisement consents to 48 Park Place to allow for its use for A3 and A1 retail purposes, following the relocation of the Cardiff Registry Office to City Hall. Upper storeys in this building remain in Office Use.
- 3.2 10/00956/DCI : Proposed change of use of ground floor from registry office to A3 restaurant/cafe with external alterations retain office use in upper floors – Resolved to Grant subject to the signing of a Section 106 Agreement.

- 3.3 10/01602/DCI : Proposed change of use and extension of ground floor from registry office to A3 restaurant/cafe with external alterations retain office use on upper floors – Deemed Withdrawn.
- 3.4 11/00127/DCI : New disabled access ramp to front of building - Approved
- 3.5 A/11/12/DCI : 1 No. internally illuminated fascia sign 1 No. internally illuminated projecting sign – Approved.
- 3.6 A/11/28/DCI : 1No. Internally illuminated fascia sign on an upstand to the front of the property. 1No. Internally illuminated fascia sign to be displayed to the side of the property – Withdrawn.
- 3.7 Historically, Planning Permission and Conservation Area Consent have notably also been granted for the demolition of the wall, steps and Villa at 46 Park Place to allow for the construction of a new University Building some 17 years ago in 1999. That building was a four storey building of the same approximate height as the student union building but was never progressed.
- 3.8 A further conservation area consent later in 1999 granted consent for the demolition of a number of extensions and adaptations to 46 Park Place which was implemented and results in the remaining more original building which survives today.
- 3.9 99/00030/C : Full Planning Permission for demolition of existing building, garden wall and access staircases, and the erection of a four storey educational building and new access to the union building at 46/46A Park Place - Granted 10/06/1999.
- 3.10 99/00031/C : Conservation Area Consent for demolition of the two original semi-detached houses, the stable block, the garden wall and the access staircase at 46/46a Park Place - Granted 10/06/1999.
- 3.11 99/02038/C : demolition of extensions and outbuildings to leave main house and coach house as shown on attached plans - Granted 10-02-2000.

4. **POLICY FRAMEWORK**

4.1 Planning Policy Wales Edition 8, January 2016

Chapter 6 - Conserving the Historic Environment

Chapter 7 - Economic Development

Chapter 8 - Transport

4.2 WG Technical Advice Notes

TAN 10: Tree Preservation Orders (1997)

TAN 11: Noise (1997)

TAN 12: Design (2009)

TAN 18: Transport (2007)

TAN 21: Waste (2001)
TAN 23 Economic Development (2014)

4.3 Welsh Office Circulars

11/99: Environmental Impact Assessment 30/06/99
1/98: Planning and the Historic Environment: Directions by the Secretary of State for Wales 02/02/98
61/96: Planning and the Historic Environment: Historic Buildings and Conservation Areas 05/12/96
60/96: Planning and the Historic Environment: Archaeology 05/12/96
16/94: Planning Out Crime 25/02/94

4.4 Cardiff Local Development Plan 2006-2026 (Adopted January 2016)

KP4: MASTERPLANNING APPROACH
KP5: GOOD QUALITY AND SUSTAINABLE DESIGN
KP6: NEW INFRASTRUCTURE
KP7: PLANNING OBLIGATIONS
KP10: CENTRAL AND BAY BUSINESS AREAS
KP16: GREEN INFRASTRUCTURE
KP17: BUILT HERITAGE
EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS
EN7: PRIORITY HABITATS AND SPECIES
EN8: TREES, WOODLANDS AND HEDGEROWS
EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT
EN10: WATER SENSITIVE DESIGN

EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES
EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION
EN14: FLOOD RISK
T1: WALKING AND CYCLING
T5: MANAGING TRANSPORT IMPACTS
T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES
R6: RETAIL DEVELOPMENT (OUT OF CENTRE)
R8: FOOD AND DRINK USES
C2: PROTECTION OF EXISTING COMMUNITY FACILITIES
C3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS
C4: PROTECTION OF OPEN SPACE
W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

4.5 Other Material Considerations

Section 149 Equality Act 2010
Cathays Park Conservation Area Appraisal

Supplementary Planning Guidance

Access, Circulation and Parking Standards Jan 2010
Restaurants, Takeaways and Other Food & Drink Uses Jun 96
Safeguarding Land for Business and Industry Jun 06
Trees and Development Mar 07
Waste Collection & Storage Facilities Mar 07

5. **INTERNAL CONSULTEE RESPONSES**

Pollution Control (Contaminated Land)

- 5.1 *In respect of Proposals as originally submitted*
- 5.2 In reviewing available records and the application for the proposed development, the site has been identified as formerly commercial/industrial with uses including railway and associated structures, university buildings and car parking. Activities associated with this use may have caused the land to become contaminated and therefore may give rise to potential risks to human health and the environment for the proposed end use.
- 5.3 Should there be any importation of soils to develop the garden/landscaped areas of the development, or any site won recycled material, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction or recycling of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use.
- 5.4 Shared Regulatory Services requests the inclusion of the following conditions and informative statement in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan:
- CONTAMINATED LAND MEASURES – ASSESSMENT;
CONTAMINATED LAND MEASURES – REMEDIATION & VERIFICATION PLAN;
CONTAMINATED LAND MEASURES - REMEDIATION & VERIFICATION;
CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION;
IMPORTED SOIL;
IMPORTED AGGREGATES;
USE OF SITE WON MATERIALS;
Together with an
CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE
- 5.5 *In respect of Proposals as amended*
No Change to comments
- 5.6 *In respect of Additional Information*
No Change to comments

Trees and Landscaping

- 5.7 *In respect of Proposals as originally submitted.*
- 5.8 The proposed development will result in the loss of x17 trees. Whilst this includes several 'C' (low quality and value) category trees, it also includes x2 'B' (moderate quality and value) category limes, x1 'B' category rowan and x1 'A' (high quality and value) category London plane, all of which have 40+ life expectancies except for the rowan, which is allocated a 20-40 year life expectancy, and which form a visually and environmentally important component of a tree avenue fronting Park Place, in the Cathays Park Conservation Area.
- 5.9 The Cathays Park Conservation is characterised in part by its extensive cover of mature trees within public spaces and the grounds of Cardiff University. This extensive and mature tree cover, which extends through Cathays Park into Bute Park, is one of the most defining and distinctive characteristics of the civic centre of Cardiff, and has helped to shape its reputation as a 'green' city, and a pleasant place to live and work. That the proposed development erodes a significant part of this tree cover, is alone a matter of significant concern. Of even greater concern is the complete failure of the development to mitigate this loss. The only concession is a statement within the DAS that says the University is committed to technical consideration of new street tree planting, on and off site, but this is caveated by the following rather elusively worded sentence: -
- 5.10 *'The architectural and urban design considerations and arboricultural feasibility of this will be examined with the Council during the determination of the planning application'.*
- 5.11 If the loss of significant trees, presumably on the grounds of 'overriding design considerations' is proposed, then full consideration should be given during the design process (not during determination of the planning application), as to how the losses will be mitigated.
- 5.12 I went to lengths at pre-application stage to offer advice in this regard as follows: -
- 5.13 *This site is within the Cathays Park Conservation Area and contains a number of large trees. These, along with any others within or bounding the site, are a material consideration as part of any development proposals, and I would expect them to be assessed in accordance with BS 5837:2012, with the assessment used to inform the design of development. Where 'A' (high quality) and 'B' (moderate quality) trees are identified, I would expect them to be retained and their above and below ground growth requirements accommodated. Only where it can be satisfactorily demonstrated that there are overriding considerations necessitating the removal of 'A' and 'B' category trees, and their removal can be fully mitigated, would this be an acceptable approach to design. Where only 'C' (low quality) category trees are identified, I would not expect them to constrain development and 'C' category trees should*

not be relied on to provide sustainable components of green infrastructure. The presence of 'C' category trees should not preclude comprehensive replacement planting as per the approach where 'A' and 'B' category trees are removed.

5.14 In terms of new planting, the preferred approach at this site is to accommodate a small number of large species trees in soft-scape – i.e. in situ, fit for purpose, vegetated soil, or site won, fit for purpose vegetated soils, or imported, fit for purpose, vegetated soils. Appropriate genera in the local context include Tilia spp. and Pinus spp., but in the context of climate change and introducing new and distinctive character to development, consideration should be given to the use of species such as Celtisaustralis, Gleditsia triacanthos 'Imperial', Quercus castaneifolia and Quercus suber. Larger Tilia, Pinus, and Q. castaneifolia will require a minimum 30m³ root available soil volume, whereas Celtis, Gleditsia and Q. suber should be allocated a minimum 20m³. In any event, the design of development should accommodate large species trees that will offer maximum street-scape and environmental benefit in this busy part of the city.

5.15 I would expect a detailed landscaping scheme to support any full or reserved matters application, comprising: -

Scaled planting plan.

Plant schedule.

Topsoil and subsoil specification.

Tree pit section and plan views for different site situations.

Planting methodology.

Aftercare methodology.

5.16 The landscaping scheme should be informed by a detailed appraisal of existing and proposed service constraints, and all other potential constraints such as CCTV and visibility splays.

5.17 Since a large part of the site currently comprises vegetated soil, development may result in significant harm to an important soil resource, leading to conflict with KP15. In addition, the in situ soil resource may be of sufficient quality to be able to support proposed planting, or retain sufficient functionality on stripping, storage and emplacement to do so. As such, prior to any site clearance, preparation or development, and prior to the finalisation of proposed landscaping, a Soil Resource Survey (SRS) should be prepared in accordance with the 2009 DEFRA Code, and used to inform the preparation of a Soil Resource Plan (SRP). The SRS and SRP may conveniently be prepared as part of a geotechnical / geoenvironmental assessment, so long as they are prepared by a soil scientist and in accordance with the Code. If the existing soil resource is found to be unsuitable or insufficient to support proposed landscaping, soils certified in accordance with BS 3882:2015 and BS 8601:2013 and found to be fit for purpose as part of a soil scientist's interpretive report should be imported and emplaced in accordance with an approved specification. The complete failure to mitigate the proposed losses is not only a failure of design, but is also contrary to LDP policies KP15, KP16 and EN8. As such, I must object to the proposed development, and it is worth

noting that notwithstanding the commitment by the University to technical consideration of street tree planting, based on the submitted plans, I cannot see any space available to accommodate new trees, even small, fastigiated trees. To my knowledge, the existing verges elsewhere on Park Place are fully stocked with trees, and the applicant has failed to highlight any locations within or without the site where new planting might even be possible. Furthermore, I would expect the design of a major development, on a busy street within a Conservation Area that is characterised in part by its mature tree cover, to not only seek to retain and protect existing significant trees, but to enhance the urban forest and Conservation Area, by incorporating significant new tree planting into the design. It must also be noted that any new tree planted to offset trees removed as part of this development will take at least a generation to mature and offer the landscape and environmental benefits that the existing mature trees provide.

IMPACT ON SOILS

5.18 In removing the existing trees, the soils that support their growth and provide other benefits including sustainable drainage, carbon storage, and a reservoir of biodiversity, will be lost or rendered dysfunctional, except perhaps in serving as a base to support structures. Since the development does not open up existing sealed ground to new soft landscaping, and does not incorporate new tree planting or other soft landscaping except for roof gardens (whose planting is to be supported by an imported medium), I find that it runs contrary to KP15, and a potentially valuable soil resource may be destroyed unless it can be made available for re-use. The fitness for purpose of site won soil for re-use should be established by a Soil Resource Survey and Plan prepared in accordance with the 2009 DEFRA Code.

5.19 *In respect of Proposals as amended*
No Change to comments

5.20 *In respect of Additional Information*
No Change to comments

Traffic and Transportation

5.21 *The Transportation Officer has been in negotiation with the applicant's transport advisor regarding aspired modification of the highway and aspects of public realm improvement.*

Standard Cycle Parking condition C3S;

Standard condition E3D;

Unique:

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. The plan shall include as required, but not limited

to details of site hoardings, site access, pedestrian or vehicle diversions, 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;

Highway works condition or S106 requirement – Notwithstanding the submitted plans, no part of the development hereby permitted shall be commenced until a scheme of environmental improvements to the highway and footway on Park Place adjacent to the site, and programme for its implementation, has been submitted to and approved in writing by the LPA. The scheme shall include, but not be limited to, the widening of the footways and provision of new and improvements to existing site accesses and controlled crossings, and the reconstruction/resurfacing of the remaining footways and narrowed carriageway, including as required the renewal of kerbs, channels and edging, lining and signing, drainage, lighting and street furniture. The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation of the site. Reason: To ensure the reinstatement of the adjacent public highway in the interests of highway and pedestrian safety and to facilitate access to the proposed development.

Additional Recommendations:

The highway works condition/S106 works and any other development related works to the existing adopted public highway are to be subject to an agreement under Section 278 Highways Act 1980 between the developer and Local Highway Authority.

Transportation Comments:

I am satisfied that the proposed development is policy compliant and otherwise acceptable subject to the above conditions/S106, and as such that any objection on traffic or parking grounds would not withstand challenge.

I would confirm that the footway widening and other public realm improvements secured by the proposed condition and shown in principle in the submission, are both welcomed and required to accommodate the anticipated intensification of pedestrian use associated with the proposed Student Centre. Full details of the highway works will be agreed through evolution of a detailed scheme package based on the submission and discharge of the condition; which will consider in detail the layout, retained and new facilities such as crossings, bus stops, cycle and disabled parking, construction and surfacing, and other technical aspects of the scheme.

The proposed access and servicing arrangements shown are similarly considered to be broadly acceptable, albeit that the access arrangements/junctions with Park Place should be constructed as crossovers rather than kerbed entrances, and the service vehicle circulation should be clockwise rather than anti-clockwise as described in the submission.

Conclusion:

Given the nature of the proposed development, along with the availability of sustainable walking, cycling and public transport options, along with the improvements to the pedestrian environment, I must conclude that an objection on traffic grounds would be unsustainable and any reason for refusal on this basis would not withstand challenge. I therefore have no objection to the application subject to the above requested conditions/S106.

Parks Services

- 5.22 *In respect of Proposals as originally submitted.*
- 5.23 Overall, although the building will make a significant positive impact architecturally on Park Place compared to the existing student union building, I share the tree officer's comments about the trees being lost and the impact on the streetscape, and on the wider green infrastructure of the area.
- 5.24 I also have some concerns about the proximity of the building to the highway footpath and whether given the size of the building, the pedestrian walkway will feel quite narrow and constrained, particularly given the large number of people using it to access the building.
- 5.25 Therefore the planned discussions looking at the public realm of the area in front of the building and wider streetscape is welcome. In terms of compensatory tree planting any replacement trees will need to be of potentially large size species to make an impact on the streetscape. In line with the public realm I believe there needs to be an assessment of tree planting in Park Place and the Cathays Park area to ensure that the long term health of the tree population and overall green infrastructure is maintained and is not compromised by future development.

Amended/Supplementary Proposals

- 5.26 I welcome the public realm proposals, particularly the widening of the footway outside the proposed Student Life Centre. This is crucial to allow a free flow of pedestrians into the building and along the street. The detailed design of the public realm will need to be set out and overseen through the Highway S278 agreement. Any potential impacts on existing trees in verges can be examined at this stage and measures taken to mitigate them.

Museum Avenue Open Space Proposals

- 5.27 I welcome the commitment to implement the improvements to the Museum Avenue Open Space, funded through the Student Life Centre scheme. The Open Space scheme will provide mitigation for the loss of mature trees on the Student Life site. It should result in a very well-used space which will greatly add to the amenity and appearance of Cathays Park, enhance the Student Life Centre itself, as well as overcoming some of the current problems experienced

due to the density of trees.

- 5.28 A detailed design process similar to the Highway scheme will need to take place. The design can be implemented through designers appointed by the University, overseen by the Council, or by the Parks Design team who provide a fee funded service. Further discussions can take place on this to reach a solution that meets the requirements of all parties. The agreed approach will need to be set out in the S106 agreement.
- 5.29 Given the confirmation that the Museum Avenue Place scheme will proceed subject to Planning approval for the Student Life Centre, I believe that discussions should be held with Strategic Estates to determine how the existing toilet block could be redeveloped to provide a café or similar serving the redesigned open space and Cathays Park in general. I believe that this has the potential to prove very popular and well-used due to the number of people working in and passing through Cathays Park.
- 5.30 *In respect of Additional Information*
Concern expressed at the extent of tarmac shown between trees, and opinion that, street trees should be maintained in extended soft landscape.

Pollution Control Noise and Air

- 5.31 *In respect of Proposals as originally submitted*

Pollution control would wish for any recommendation of approval of the scheme to be subject to conditions relating to kitchen extraction and plant noise limitation.
- 5.32 *In respect of Proposals as amended*
No Change to comments
- 5.33 *In respect of Additional Information*
No Change to comments

Waste

- 5.34 *In respect of Proposals as originally submitted*
Details of waste storage and collection access are acceptable. Proposed storage must be retained for future use.
In respect of Proposals as amended
No Change to comments
- 5.35 *In respect of Additional Information*
No Change to comments

6. **EXTERNAL CONSULTEE RESPONSES**

CADW

6.1 *In respect of Proposals as originally submitted.*

Our statutory role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that the proposal will have on scheduled monuments, registered historic parks and gardens, registered historic landscapes where an Environmental Impact Assessment is required and development likely to have an impact on the outstanding universal value of a World Heritage Site. It is a matter for the local planning authority to then weigh our assessment against all the other material considerations in determining whether to approve planning permission, including any issues concerned with listed buildings and conservation areas.

Having carefully considered the information provided with the planning application, we consider that the proposed development will have no impact on any designated historic assets. We therefore have no comments to make on the proposed development.

6.2 *In respect of Proposals as amended*

No Change to comments

DCFW

6.3 *In respect of the amended scheme*

The Proposals

The design team was procured through a design competition for a new student services building on a site adjacent to the existing student union building and Cathays train station. The ambition is to consolidate non-academic student services into one place to improve the student experience. The competition brief, which required 9,000m² floor area, has now been refined with the floor area reduced to 8,500m². The site is within a Conservation Area and faces the University's Main Building and the National Museum of Wales. A number of buildings exist on the site within the Conservation Area. We understand that none of these buildings are listed. A University Estates 'masterplan' sets the context for this project.

Main Points in Detail

6.4 Key points from the discussion are outlined below. This review meeting took place after the submission of a planning application, primarily to address concerns raised in the Commission's report of the Design Review of 23rd June 2016. Therefore, the comments in this report will focus on how these issues have since been approached.

Overall approach

- 6.5 The Design Commission reiterates that it is supportive of the principle of this project, and recognises the importance of the project for the University. The Commission also recognises the importance of the site, within a Conservation Area in the city centre.
- 6.6 A project of such importance demands the best quality in every aspect. It is encouraging that the University and the design team are also ambitious about delivering a quality scheme. The Commission urges the University, design team and local authority to continue to strive for good quality throughout the detail design and delivery of the building and public realm.

Communication and overarching idea

- 6.7 The Design and Access Statement and the presentation at this review explained and justified the design approach and overarching architectural ideas much more clearly than the previous review. This will be helpful for all stakeholders and for the local authority in their decision making process.
- 6.8 It was useful to see how the design has developed in response to the site and wider context, as well as the challenging brief. This explanation clearly justifies the 'quiet' architectural language adopted and the form and layout of the building. The additional section drawings presented better articulate how the proposal relates to important surrounding buildings.
- 6.9 The proposals now represent a courageous response to a difficult brief and complex site. It will be useful for the team to draw out the concepts essential to the scheme so that they are not diluted by procurement processes and are carried through to detail design. For example, the concept of a stepped landscape framed with a colonnade might give clues to the detailing of floor finishes. Great care should be taken to protect these key concepts throughout delivery.

Inclusive design

- 6.10 In an enhanced response to wider inclusivity, the proposed addition of a passenger lift providing a close and convenient alternative to the main external stair was welcomed by the Commission. The areas at either end of the staircase will be important social spaces, and the extra lift will make these much more inclusive.

Quality through detail design and procurement

- 6.11 The Commission recognises that the design of interior spaces and detail design in general are work in progress. However, they will be crucial to the overall quality of the building.
- 6.12 Images of some previously completed projects which the architects have worked on were presented at the review. These demonstrate that they are

experienced in delivering good quality, rich interior spaces at a scale similar to the proposed atrium in this scheme. We urge the client to protect that quality in delivery.

- 6.13 In line with the overarching architectural approach, the Commission encourages the design team to restrain the material palette inside and out. Richness can be achieved in interior spaces through careful consideration of scale, light, texture and details. The University will add posters, furniture, signage, objects and people to spaces once the building is handed over. Therefore, a more refined and restrained 'back drop' to the necessary clutter of life in the building might be the best approach. There is a risk that the addition of metal panels on the facade would dilute the strength of a minimal material palette, but further testing of the idea is required to establish the best option.
- 6.14 It is positive that the potential for glare within the building is being considered and the interior spaces and building facade refined accordingly.
- 6.15 A well designed and integrated signage strategy has potential to add significant value to the scheme and could be used creatively alongside the 'quiet' material palette.
- 6.16 Whichever procurement route is taken, quality of design should be safeguarded through the delivery of the scheme to ensure value and longevity. The University's stated commitment to delivering quality is welcomed.

Relationship to existing SU building

- 6.17 The proposed 'events terrace' would provide a more positive relationship between the existing Students Union (SU) building and the Centre for Student life than the previous proposal.
- 6.18 We would still encourage further consideration of the conditions that will be created for the exiting SU terraces through the impact of the new building. There may be opportunities to improve these existing environments to encourage better use of them. Exploration of different options for future use would be welcomed.

Public realm design

- 6.19 The design of the public realm in and around the site is as important as that of the building itself. The Commission is pleased to see that the wider public realm outside of the technical site boundary is being considered through consultation with the Local Authority.
- 6.20 The Commission urges the local authority to continue these discussions so that the best integration of public realm and building can be achieved. The proposed widening of the pavement in front of the new building will be essential. Iterative collaboration will help to resolve other public realm design issues and set a good precedent for future projects in the area.

- 6.21 The revision of the strategy for new tree planting in front of the building is welcomed and more realistic. We would question the value of the two proposed new trees at the central entrance.
- 6.22 In the future, communications with Network Rail over the new footbridge will be also be important.

Environmental design

- 6.23 The Commission welcomes the ongoing commitment to achieving BREEAM Excellent on this challenging building. We recognise that work on resolving environmental strategies in detail is ongoing at this stage and urge the team to continue to be ambitious in their approach. Achieving a passively ventilated lecture theatre on this site is commendable.
- 6.24 Resolving thermal bridging issues will be a particular challenge in this scheme and should be given appropriate consideration.

Elevation and colonnade design

- 6.25 The end elevations and roofscape have been more fully resolved since the previous review and better address the context and proposed internal uses.
- 6.26 It will be useful to test the clarity of the diagram at the south corner where the entrance is cut back from the facade behind the colonnade to align with adjacent buildings. The team should be sure that this makes the entrance visible enough. An alternative might be to stop the colonnade short of the end of the building, but this would need to be tested against the overall concept to which the columns are crucial.
- 6.27 The Commission welcomed this final opportunity to consider this important project as the design approach is set by the context of the planning determination process. The greater clarity and stronger justification of the design approach and the positive response to our earlier comments was welcomed.
- 6.28 This project is vital to setting the necessary standards of design and construction quality at the heart of an important conservation setting in the capital city. The realisation of the design ambition in delivery is critical to success. We urge client and design team to hold fast to key concepts throughout and ensure this location is enhanced by this ambitious scheme in the manner they intend.

NRW

In respect of Proposals as amended

- 6.29 NRW initially objected to the application on grounds that insufficient information had been provided to address the favourable conservation status of bats. However they have subsequently, upon receipt of additional information, revised their comments as follows:

- 6.30 We do not object to the application as submitted and provide you with our advice below.
- 6.31 We have previously provided comments on the above application as further information was required to demonstrate the proposal will not be detrimental to the maintenance of the favourable conservation status of Bats, a European Protected Species (EPS).
- 6.32 All species of British bats are EPS, protected by The Conservation of Habitats and Species Regulations 2010. Where an EPS is present and a development proposal is likely to contravene the protection afforded to it, development may only proceed under a licence issued by us, having satisfied three requirements set out in the legislation. One of these requires the development authorised will 'not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status (FCS) in their natural range.'
- 6.33 These requirements are translated into planning policy through Planning Policy Wales (PPW) July 2014, sections 5.5.11 and 5.5.12, and Technical Advice Note (TAN) 5, Nature Conservation and Planning September 2009. The planning authority should take them into account when considering development proposals where a European protected species is present.
- 6.34 We have reviewed the additional information provided by Matthew White from Soltys Brewster via email dated 26 August 2016. We consider that this information is sufficient to address our concerns and therefore remove our previous objection to the application.

Other Matters

- 6.35 Our comments above only relate specifically to matters included on our checklist Natural Resources Wales and Planning Consultations (March 2015) which is published on our website at this link. We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests, including environmental interests of local importance. We advise the applicant that, in addition to planning permission, it is their responsibility to ensure they secure all other permits/consents relevant to their development.

RCAHMW

In respect of Proposals as originally submitted

- 6.36 The remit of the Royal Commission permits us to comment only on the historical significance and context of a monument or structure and on the adequacy or otherwise of the record. Nos 46-48 Park Place are part of the Cathays Park Conservation area. The buildings are not listed but as later C19th domestic buildings contribute to the character of the Park Place group of historic buildings. Circular 61/96 (para 33), which is of course current advice, is quite clear that there should be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a

conservation area. The proposals to demolish 46-48 Park Place will need to be carefully considered in the same way as proposals to demolish listed buildings.

- 6.37 If consent for demolition is granted, it is important to require as a condition of consent that a high-quality photographic record of the buildings is made before demolition for deposit in the National Monuments Record of Wales (the public archive of the Royal Commission).

NETWORK RAIL

In respect of Proposals as originally submitted

Network Rail raises an objection to this development.

- 6.38 Whilst there is no objection to the principle of the redevelopment of the application site, concerns are raised with regard to the proposed public realm design on the approaches to Cathays Station from Park Place through the development site, the developments interface with the station, and the impact of this scale of development and the proposed range of facilities to be accommodated within it upon the stations existing facilities.
- 6.39 It should be highlighted that whilst Cardiff University has liaised with Network Rails Asset Management Team with regard to the technical aspects of building adjacent to the railway line, the development proposals, in particular the proposals for pedestrian access to Cathays Station from Park Place, have not followed discussion with Network Rails Town Planning or the Route Enhancement Teams. Network Rail expresses concern that, as a result of this development proposal, rail passengers to the station on foot, by cycle or with mobility difficulties will not experience a safe, legible, and convenient route from Park Place to the station platforms.
- 6.40 Network Rail has a commitment to deliver an "Access for All" footbridge at Cathays Station to enhance the rail user experience. Therefore any development by Cardiff University on this application site must ensure that the proposals include a high quality and safe public realm environment for rail users moving between the station and Park Place as well as deliver passive provision to link into an Access for All footbridge at the station.
- 6.41 The need for improvements at Cathays Station respond to the continued increase in passenger usage of the station which had 860,502 passenger entries and exits in 2014/15; this represented a 10.2% increase in passenger entries and exits in comparison to 2012/13. In 2014/15 Cathays Station had the 3rd highest total of passenger entries and exits on the South Wales Valleys Line and is ranked 7th highest in terms of the number of passenger entries and exits in Wales, being positioned above stations such as Neath, Pontypridd, and Port Talbot Parkway. Cathays Station is therefore well-used not just by students and staff at the University but also by surrounding businesses, government offices, local residents and visitors to the area. In the context of the

above, Network Rails concerns regarding planning application 16/01739/MJR are outlined as follows:

North of the proposed University building

- 6.42 (i) Until such time as an “Access for All” footbridge at Cathays Station is delivered planning application 16/01739/MJR proposes pedestrian access to the station from Park Place to continue along the existing route alongside 49 Park Place. Not only is this path well-used by rail users accessing and egressing Cathays Station but it is also a popular east-west walking route linking Park Place to Senghenydd Road. However, it is considered that the pedestrian experience and safety for those using this route will be adversely affected due to the developments proposal to site a vehicle servicing access for the University building directly alongside this main pedestrian route to the station. This is likely to result in a conflict between pedestrians and servicing vehicles as well as a poor public realm environment on this main pedestrian route to and from the rail station. It is noted that the public realm proposals shown in Section 10.7 of the Design and Access Statement do not appear to show sufficient separation and segregation between pedestrian movement and vehicle servicing. The proximity of the vehicle servicing access to this busy pedestrian route is considered unsafe and unacceptable mindful of the high level of passenger movements to and from Cathays Station;
- 6.43 (ii) Whilst the application submission documents highlight the quality of the proposed development little thought appears to have been given to improving the main pedestrian approach to Cathays Station from Park Place which at present is already poor. In particular the proposed public realm treatment does nothing to identify that this is the main route to Cathays Station from Park Place. Considerable signage and signposting will be required so that rail users can orientate themselves to locate the approach to the rail station.
- 6.44 Furthermore, pedestrians will be funnelled down a narrow pathway, adjacent to a servicing corridor, to reach the station. This is clearly a poor and unattractive pedestrian environment, particularly for those using the station at night or in the winter, and will deter some people from using the station. Network Rail therefore considers that the public realm environment and wayfinding on this key approach to the station through the application site must be improved.

Proposed Mezzanine Pedestrian Link to Cathays Station

- 6.45 This proposed access from Park Place through the University building to Cathays Station will be a public route and is part of the station as defined in Section 83(i) of the Railway Act 1993. As such the proposed route must comply with the Department for Transport's Design Standards for Accessible Stations (March 2015). A copy of this Code of Practice has previously been provided to Cardiff University. However, the application submission does not appear to comply with this Code of Practice and therefore the proposed mezzanine route through the University building to the station could not be used by rail users as a route to the station. A compliant alternative route to the station will therefore need to be identified by Cardiff University across the site.

- 6.46 (i) In relation to the proposal to link this development to a future Access for All footbridge at Cathays Station the application proposes a high level walkway access (as shown on the Proposed Mezzanine Plan) via a long flight of stairs situated within the curtilage / footprint of the proposed University building. It is regarded that this will cause confusion to rail users who will consider that they are entering a University building or private space and not a public route leading through to the station. The approach to Cathays Station will therefore be unclear, particularly for those unfamiliar with the area; this will necessitate directional signage to clarify the route to the station and to assist rail user orientation and wayfinding to and from the station.
- 6.47 (ii) It is also considered that the alignment of the mezzanine walkway and inclusion of a long flight of stairs leading up to the mezzanine level of the University building will increase walking times to the station from Park Place and will not be used by rail station users on foot.
- 6.48 (iii) It is noted that a lift is provided on the ground floor of the Park Place frontage of the University building to provide access to the proposed raised rail bridge link to the station for those with mobility difficulties. This lift does not meet the DfTs Code of Practice advice and must be, as a minimum, a 16 person size lift with sufficient circulation space adjacent to the lift and must be available during hours when train services are running from Cathays Station. The lift must be serviced and maintained in perpetuity by the University. This requirement must be secured by an appropriately worded planning condition;
- 6.49 (iv) It is unclear how cyclists will access the proposed rail bridge link across to Cathays station and further clarification is sought on this matter. This may be achieved via a 16 person lift;
- 6.50 (v) Clarification is sought on the width of the footway which leads to the suggested rail bridge link alongside the proposed commercial unit on the mezzanine level as this must be of a suitable width to ensure sufficient free flow for rail users mindful of the high number of passenger exits and entries to Cathays Station.
- 6.51 (vi) Clarification needs to be provided as to whether the ground level walking / cycle route to Cathays Station to the north of the proposed University building will be retained as this route is likely to be favoured by rail users on foot, by cycle and with mobility difficulties as a more direct route to the station than the proposed longer stepped route through the University building;
- 6.52 (vii) Any pedestrian link through the application site must provide 24 hour a day access on 7 days a week. Any pedestrian route must be appropriately lit and must be maintained by the University. This should be secured by an appropriately worded planning condition.
- 6.53 Noting the above concerns Network Rail queries whether the proposed public route to Cathays Station through the University building has followed consultation with the wider community. It is also queried whether an Equality

Impact Assessment or dialogue with Access Panels has been undertaken to demonstrate that the proposed route from Park Place through the building to the station meets the needs of the wide range of users of Cathays Station.

- 6.54 To address these objections Network Rail requests that the University enters into discussions before the determination of the planning application in order to achieve a better interface and public realm environment between the proposed development and Cathays Station through ensuring that the route to the station from Park Place is compliant with the DfTs Code of Practice and achieve a good quality, safe, and convenient pedestrian environment.
- 6.55 Mindful of the above comments Network Rail considers the proposed development conflicts with a number of policies within the adopted Local Development Plan including the following:
- 6.56 Key Policy KP5 Good Quality and Sustainable Design the policy states that all new development will be required to be of a high quality, sustainable design by (ii) providing legible development, (iv) creating interconnected streets which are safe, accessible, vibrant and secure; Policy T1 Walking and Cycling - wherein point (ii) identifies that developments must incorporate permeable and legible networks of safe, convenient and attractive walking and cycling routes; Policy T5 Managing Transport Impacts which aims to achieve safe and convenient provision for pedestrians, disabled people with mobility impairments, and cyclists; Policy T6 Impact on Transport Networks and Services where development will not be permitted which would cause unacceptable harm to the safe and efficient operation of pedestrian and cycle routes.
- 6.57 This is a significant University development and the nature of the uses which are proposed to achieve a Centre for Student Life and University welcome point will attract more students to the site than the existing uses and therefore increase the attractiveness of travelling by rail to Cathays Station. Passenger movements at the station will consequently increase and result in increased demand for improved rail user facilities at the station.
- 6.58 It is therefore considered reasonable that the developer should enter in to a Section 106 Agreement with Network Rail to provide a financial contribution towards enhancing facilities at Cathays Station including the provision of additional cycle facilities and a canopy to the existing cycle stands and new platform waiting shelters on each platform to enable the station to meet rail user needs as a direct result of this major development proposal neighbouring the rail station.
- 6.59 In addition, Network Rail requires confirmation that the construction of this development will not cause any disruption to rail services and will not impact upon the operation of Cathays Station or pedestrian movement between the station and Park Place.

6.60 Network Rail would therefore welcome further discussion with regard to our concerns outlined above in advance of the determination of the planning application.

6.61 *In respect of Proposals as amended*

Note that the revised plans show a glazed entrance in to the fire escape staircase in the NW corner of the proposed new building to afford a more direct route to the mezzanine bridge link over the railway line and state that a 16 person lift will be provided adjacent to this staircase.

However, there are no further details provided of the proposed public realm environment within the northern part of the site. The lack of detailing is a key concern for both Network Rail and Arriva Trains Wales mindful of the potential for conflict between servicing vehicles egressing from the north, vehicle movements to the rear of Park Place properties, and rail passengers arriving / leaving Cathays Station on foot / on cycle or with mobility difficulties.

The Transport Statement submitted states that an “improved footway environment” will be created along with de-cluttering of street furniture but no information is provided within the Statement or on the drawings as to how the public realm environment within the northern part of the site, which provides the main approach / egress to Cathays Station, will be set out.

I would also highlight that the entrance to the fire escape staircase and lift on the northern elevation of the proposed building is positioned very close to the undercroft servicing exit and Network Rail would need to be confident that rail passengers can safely access / egress the staircase and lift outside this building. The public realm environment outside this entrance must therefore be clearly shown.

Network Rail is unable to remove their objection to this planning application until such time as the public realm environment to the north of the proposed building, which lies within the application site, is clearly identified. Network Rail must be confident that the proposals will create an appropriate environment for those moving to / from Cathays Station along the existing route which is being retained, particularly as the proposed Travel Plan Framework states that initiatives will be introduced to encourage use of public transport therefore highlighting the need for a safe and high quality environment for those accessing the Station.

6.62 *In respect of Additional Information*

No Change to comments

SOUTH WALES POLICE

6.63 *In respect of Proposals as originally submitted*

South Wales Police have no objection and can confirm that we have been involved in pre application discussions with developers who have confirmed intent to build to Secure by Design standards which address any community safety issues.

6.64 *In respect of Proposals as amended*
No Change to comments

6.65 *In respect of Additional Information*
No Change to comments

GLAMMORGAN AND GWENT ARCHAEOLOGICAL TRUST

6.66 *In respect of Proposals as originally submitted*
The proposal has an archaeological restraint.

6.67 We note the submission of a desk-based assessment compiled by GGAT Projects (Report no. 2016/003, dated April 2016) in support of the application. The document assess the archaeological resource of the proposed development area and the likely impact of the application. It indicates that there will be a severe impact on 46 and 47 Park Place, as well as on a stables/coach house associated with 46 Park Place. It also notes a minor effect on a further five sites, including Post-medieval buildings. The report recommends a building survey on 46 and 47 Park Place, as well the stables/coach house of 46 Park Place. Additionally, due to the possibility of encountering below-ground remains associated with the Post-medieval buildings, or indeed the possibility of medieval remains associated with Dobbin Pits farmstead, an archaeological watching brief should be conducted during any ground intrusion works.

6.68 We concur with the conclusions of the report and therefore, in our role as the archaeological advisors to your Members we recommended that two conditions be attached to any consent, ensuring that archaeological and architectural investigations are carried out to mitigate the impact of the proposed development.

6.69 We have no objection to the determination of the consent as long as these conditions are attached and implemented.

6.70 In order to preserve the structures (46 and 47 Park Place, as well the stables/coach house of 46 Park Place) by record, we strongly recommend that a survey is made prior to work commencing. To ensure that work is carried out in a suitable manner, we therefore suggest that a condition worded in a manner similar to model condition 73 given in Welsh Government Circular 016/2014 is attached to any consent that is granted in response to the current application. This condition is worded:-

No works to which this consent relates shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.

Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact.

- 6.71 The second condition will require the applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource should be attached to any consent granted by your Members. We envisage that this programme of work would take the form of a watching brief during the groundworks required for the development, with detailed contingency arrangements, including the provision of sufficient time and resources to ensure that any archaeological features or finds that are located are properly investigated and recorded; it should include provision for any sampling that may prove necessary, post-excavation recording and assessment and reporting and possible publication of the results. To ensure adherence to the recommendations we recommend that the condition should be worded in a manner similar to model condition 24 given in Welsh Government Circular 016/2014

No development shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

- 6.72 We also recommend that a note should be attached to the planning consent explaining that:

The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.

- 6.73 *In respect of Proposals as amended*
No Change to comments

- 6.74 *In respect of Additional Information*
No Change to comments

WELSH WATER

- 6.75 *In respect of Proposals as originally submitted*
We refer to your planning consultation relating to the above site, and we can provide the following comments in respect to the proposed development.
- 6.76 We would request that if you are minded to grant Planning Consent for the above development that the Conditions and Advisory Notes provided below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

SEWERAGE

- 6.77 We have reviewed the information submitted as part of this application with particular focus on the Drainage Strategy dated 23rd June 2016
- 6.78 The proposed development site is crossed by a public sewer with the approximate position being marked on the attached Statutory Public Sewer Record. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times. We have conducted several meetings with the applicant and their consultant to reach a position where the application can progress without affecting the integrity of the public sewerage system or the rights of access we require on this asset. In order to control this aspect we request that if you are minded to grant planning permission that the following conditions and advisory notes are included within any consent.

Conditions

- 6.79 Prior to the commencement of works on site details of the protection measures for the 975mm public combined sewer crossing the site shall be submitted to and approved by the Local Planning Authority. These shall include a construction design method statement and risk assessment for the protection of the structural condition of the strategic sewer crossing the site. Thereafter no other development pursuant to this permission shall be carried out until the approved protection measures have been implemented in full and be retained in perpetuity.

Reason: To protect the integrity of the public sewer and avoid damage thereto protect the health and safety of existing residents and ensure no pollution of or detriment to the environment

- 6.80 Surface water flows from the development shall only communicate with the public combined sewer through an attenuation device that discharges at a rate not exceeding a 1 in 30 year storm event. This figure shall be agreed in writing with the Local Planning Authority prior to any communication of flows to the public sewer.

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

Advisory Notes

- 6.81 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

- 6.82 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.

WATER SUPPLY

- 6.83 Dwr Cymru Welsh Water has no objection to the proposed development.
- 6.84 A water supply can be made available to serve this proposed development. The developer may be required to contribute, under Sections 40 - 41 of the Water Industry Act 1991, towards the provision of new off-site and/or on-site watermains and associated infrastructure. The level of contribution can be calculated upon receipt of detailed site layout plans which should be sent to the address above.
- 6.85 Our response is based on the information provided by your application. Should the proposal alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representation.
- 6.86 *In respect of Proposals as amended*
No Change to comments

VICTORIAN SOCIETY

- 6.87 *In respect of Proposals as originally submitted*
Thank you for notifying the Victorian Society of this proposal. The case has been considered by the Society's Southern Buildings Committee at its most recent meeting, and I write now to convey our objection to the application due to the harmful impact it would have on the character and appearance of the Cathays Park Conservation Area and the setting of the Grade II*-listed main university building.
- 6.88 46 Park Place was constructed in 1875. It is an attractive detached Gothic revival villa of the sort that characterises the east side of Park Place and which form a group that the Conservation Area Appraisal identifies as being significant to the appearance, character and setting of the area. Number 47-48 was built in 1890 and was designed by the notable architect *Edwin Wortley Montague Corbett*. Here *Corbett* interestingly departed from the Gothic-revival villa idiom (though not the scale) that defines Park Place, producing an attractive, originally symmetrical, red-brick pair of semidetached dwellings. Extension in the 1930s was sympathetically achieved.
- 6.89 The coherent sense of scale achieved by these Victorian properties – and

those all the way down Park Place – is significant in creating a strong boundary on the east side of Cathays Park, clearly defining its extent and that of the civic building within it. It also provides the context in which to best appreciate and experience the full splendour of the Park's civic buildings, particularly *W. D. Caroe's* Grade II*-listed main university building, with later wings completed by his son Alban.

- 6.90 Notwithstanding the loss of 46-48 Park Place, we also object in principle to a building of the height and manner proposed. It would introduce the scale and civic character of the grand Cathays Park edifices, which have hitherto been restricted to the west side of Park Place.
- 6.91 Implementation of the scheme would have a transformative impact on the Conservation Area and the setting of the main university building. It would entail the demolition of two locally significant buildings, in the process causing harm that would be further compounded by the Centre for Student Life proposed. The new building would represent an unprecedented departure from the scale, character and defining characteristics of the east side of Park Place. A recent appeal decision (ref. no. APP/Z6815/A/15/3009037) concerning 23-24 Park Place underlines both the significance of the Victorian villas on the east side of Park Place and the desirability of preserving them.
- 6.92 *Caroe* conceived the university building as a quadrangular building with a central courtyard. In this sense it was never actually completed and the hall he had envisioned for the eastern wing was never built. Later his son attempted to resolve the situation, leaving us with the present arrangement. Having considered the scheme in this context, it occurred to the Committee that perhaps the most logical approach the University could adopt would be to build a new student centre as a fourth side of the quadrangle on the west side of the road . It need not be seen necessarily as an attempt to 'complete' *Caroe's* building, but could certainly be in the spirit of it. An assessment of the important contrast and differences of scale and character between the east and west sides of Park Place point to this being a reasonable solution, one we urge the University to explore.
- 6.93 Implementation of this proposal would erode the strongly defined character and appearance of the Cathays Park Conservation Area and would harm the setting of one of its most significant buildings. In light of the above we object to the application and recommend that is refused consent.

7. **REPRESENTATIONS**

Members

7.1 **Cllr Elizabeth Clark**

OBJECTION TO PLANNING APPLICATION FOR 46.47 AND 48 PARK PLACE, CARDIFF: 16/01739/MJR

I am writing to object to the current planning application for 46, 47 and 48 Park

Place, Cardiff. I do not object to having a Centre for Student Life in principle. However, I feel these current designs would have such a negative impact on Park Place and the wider city that they should be radically changed. I have already expressed these views to Cardiff University.

I object to the proposals for the current design of the building on Park Place as it would result in the demolition of the historic Victorian Villas of 46, 47 and 48 Park Place. As they were built in 1875 and 1890 respectively they predate the buildings in Cathays Park, including the Cardiff University Main Building.

Cardiff has already lost too many of its historic buildings. These include Preswylfa House in Canton, Reardon Smith Court in Fairwater and the Red House pub on Ferry Road. Most recently, we have seen the Poets Corner in City Road and the University Settlement in Splott earmarked for demolition resulting in great distress and controversy.

Park Place is a conservation area. Not only would the city lose these Victorian/Edwardian buildings but demolishing these villas would result in a very dangerous precedent for Cardiff. It will send a signal that buildings in other Cardiff conservation areas are not safe and are able to be demolished. I disagree with the argument that it will not put other historic buildings in conservation areas at risk as planning applications are considered on their individual merits. Time and again I have seen Council and Planning Inspector decisions which have taken into account previous planning application judgements.

The Planning Inspector has recently stressed the importance of maintaining the Victorian Villas in Park Place. In his judgement to dismiss an appeal which proposed demolishing 23-24 Park Place on 19 June 2013 he said, "In particular, the existing building is an integral and positive element of a largely harmonious street frontage which still reflects its affluent Victorian residence origins and provides a coherent context to the adjacent public buildings and spaces."

The proposal is in breach of the Council's 2016 Local Development Plan which commits to protecting Cardiff's built heritage. Key Policy 17 says, "Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular the character and setting of its Scheduled Ancient Monuments, Listed Buildings, Registered Historic Landscapes, Parks and Gardens, Conservation Areas, Locally Listed Buildings and other features of local interest that positively contribute to the distinctiveness of the city".

As the proposed building is colonnaded, white, far higher than other buildings fronting Park Place, not set back and in a classical style it jars with the adjoining street scene. As the proposed building has unused atrium space, café's and shops I'm sure a design could be produced which would be less overbearing and out of context and keep the 46, 47 and 48 Park Place Victorian Villas intact. Alternatively, there are other nearby sites where a Centre for Student Life could be built.

The proposal appears to be sub-judice as it would prejudice the joint Cardiff University and Cardiff City Council commission to prepare a master-plan "for a landscape and urban design framework for the Cathays Park area". I understand that the commission, set up in November 2015, has yet to report to the Council so any planning application should be delayed until after that work is completed.

I understand that widely respected groups and people have also objected to the proposals. This includes the Cardiff Civic Society, Victorian Society members and the esteemed local historian and planner, John Hilling. It is imperative that full account be taken of their views.

Cardiff University Pre-Planning Consultation Process

I have spoken to people in Cardiff about the proposals and many feel there should have been a wider consultation and engagement process. For example, the Victorian Society wished to be invited to a formal meeting and presentation at a mutually agreeable time at an early stage by the University so that the proposals can be discussed in detail. Also, I understand that members of the local conservation group have not been informed about the proposals and some are very alarmed.

I'm also concerned that the 16 June 2016 drop-in style consultation event was only held on one day and at less than 2 weeks' notice. In addition, as it appears the proposals were only posted on the Cardiff University website on 17 June 2016, this only allowed about 2 weeks to comment as it is planned to submit the planning application in July 2016.

Conclusions

I do not object to these proposals lightly. I am pleased to have worked on many projects with Cardiff University in the past. These include various new buildings, the introduction of Additional Licensing in Cathays, various waste management systems which improved living conditions for students and the establishment of the Student Liaison Officer position. It is important that Cardiff University always be perceived as a custodian of the city's heritage. I fear these proposals would damage that perception.

On a personal level my grandmother was one of the first women to be granted a degree by the University and later became a governor there and I have been proud of those links.

7.2 **Cllrs Weaver, Merry and Knight**

We feel that the plans are incongruous and will dramatically alter the street scene in this conservation area for the worse.

The Victorian Villas along Park place are an essential make up of this conservation area and having lost one Villa recently to accommodation status rather than maintaining offices, we feel this that this application accelerates the

destruction of this heritage. Arguments can be made on the state and significance of individual Villas but it is clear that this application would remove significant Villas and continues the cumulative impact developments are having on this road.

The make up of buildings along Park Place are that the buildings sit off the main the pavement. This building does not attempt to follow this pattern on this side of the street and sits not only right along side the pavement but protrudes onto this busy pavement making access harder for those with wheelchairs or pushchairs.

The road is a magnificent gateway into the city and a development this incongruous, that closes off light and visibility. For these reasons the application should be rejected.

7.3 Central Area Conservation Group

We the Conservation Group object against the proposed redevelopment as follows;

By definition, we are not building Victorian houses any more. They are a des' res' and give our city it's unique character. They are integral to the look and feel of the city of Cardiff, and are one of our most important USPs. They are key to our attraction, not least to students, and are hence key to our prosperity.

Once gone, they will not come back. We will be destroying our inheritance, and future generations will look on our actions scornfully.

If it is decided to demolish the buildings, then please ensure that the decision maker puts his/her signature to the approval, so that future generations of his/her family and our city might know how he/she contributed to our city's neutered future look and feel.

Further more, the Conservation Group regrets that the regular meetings that we used to have with Officers of the Council, the Officers and meetings being excellent, have ceased.

The Group requests that the meetings be reinstated, as they will ensure that we, as citizen custodians, act to balance understandable short-term business gain with long-term strategic guardianship of the assets and environment of our unique and beautiful city.

Thank you for your consideration. We implore you to think of our city in fifty and in one hundred years time, and reflect on what will be lost for ever if this proposal goes ahead.

There must be other ways of achieving the desired development output without the demolition of the irreplaceable gems of our unique city.

7.4 Neighbours

A resident of Hazelhurst Road in Llandaff North objects to the application on the grounds of the loss of “one of the few remaining historical and special properties in our City. The University is taking over too much of our beautiful City”.

Nick Russell Cardiff Resident:

Please could I raise some concerns with regard to the proposed design for the Cardiff University's Centre for Student Life.

The design in its present form encroaches on the pavement such that I do not feel there is enough room for students to walk there in any great numbers. This means that the building will push them onto the road which is a safety concern.

The proposals also include a plan to destroy a number of the 150 year old trees that line Park Place. Whilst these may not have been listed, their destruction does constitute a material change to the character of Cathays Park which is a conservation area.

Taken in isolation it may be tempting to prioritise a modernist and practical vision over the heritage considerations but what if this is just the beginning? I am concerned that if this planning application is granted it will signal the beginning of the end for Cathays Park in its current form as successive years go by. This matters, not only for reasons of Cardiff's shared cultural identity, which is very important, but also economically. Heritage tourism is a big part of the Welsh economy and Cathays Park is a part of that.

I would ask the Council in its judgement to uphold and adhere to its own rules. Cathays Park has been designated a conservation area for a reason and the people of Cardiff are looking to its leaders to preserve its character. With a little bit of creativity it must be possible to have a Centre for Student Life which keeps the trees and lets the students walk past without getting run over. The Victorian buildings planned for demolition as part of the Centre for Student Life do also have some cultural significance too. For example, I believe I have seen a pathé video of King George VI on Park Place during his visit to Cardiff in 1937 with these buildings in the background. I would like to see them preserved but if they are to be lost it would be better if the new building could be in keeping, at least in some small measure, to the Victorian architecture that characterises Cathays Park. Ideally I would like to see:

The Victorian buildings currently planned for demolition preserved in their entirety

The 150 year old trees currently planned for demolition preserved in their entirety

A design that does not force the students into the road and instead leaves enough pavement left over to pass safely as a group of pedestrians, which they are entitled to do.

A design that is in keeping with the Victorian architectural tradition of Cathays Park.

John Hilling [Cardiff Resident and established and respected practitioner and commentator on historical architecture]

I am an architect (retired) and past member of the Town Planning Institute. As the author of 'The History and Architecture of Cardiff Civic Centre', recently published (May, 2016) by the University of Wales Press.

My main concern is the detrimental effect that the proposed building would have on Cardiff's wonderful civic centre. I therefore wish to object to current proposal for Cardiff's University's Centre for Student Life, in Park Place, on the following grounds:

1. The proposed building is unnecessarily intrusive and will visually detract from the civic centre. The civic centre, which is the finest in Britain and architecturally of international significance, is a discrete area of public buildings around an internal park. The civic centre relies for effect on a number of features, such as scale, overall use of Portland stone, classicism, and contrast to its surroundings, i.e., greenery on south and west borders; domestic scale, mostly residential, on north and east. The Student Life building as proposed would seriously impact in an intrusive way on the eastern periphery of the civic centre.

2. The eastern side of Park Place mostly comprises two-storey, red-brick domestic buildings with pitched roofs of slate. The newer University buildings, though not domestic, do not seriously upset the balance when seen from either the north or the south. The result is a generally continuous line of buildings of reddish buildings on the east side of Park Place which is in contrast to and accentuates both the whiteness and the form of the civic centre. The proposed Student Life building would negate this contrast by removing three buildings (nos. 46, 47 & 48) and a number of trees and imposing a new building of entirely different character, thereby breaking the existing line of buildings.

3. The proposed Student Life building would be too dominant and overbearing an intrusion, as it would stand forward of the existing buildings in Park Place (which are generally set back from the pavement), and be considerably higher and of an altogether different character.

4. The proposed Student Life building would compete too arrogantly with the main building of the university, by being too close and having a restless architectural character derived from over-glazing and a multitude of spindly columns (in-situ concrete on the drawings, but precast in the text!).

5. Because of the way that the proposed Student Life building squeezes out from the main line of building on the east side of Park Place, it might suggest that part of the civic centre has leaped across the road to mingle with the red-brick buildings of Park Place's eastern side. This would seriously diminish the visual appearance of the civic centre which partly relies on its feeling of

being a discrete self-contained community.

A resident of Wyncliffe Gardens, Pentwyn

Objects to the destruction of Victorian houses and trees along Park Place, that Enhance the approach to the city, and their replacement with a building that is out of character with it's neighbours. Additionally the proposed building is very high and would overwhelm the surrounding Victorian buildings.

A resident of Pommergelli Road, Llandaff North

I note the recent public realm plans and letter regarding the potential use of the land between the University's main building and the Museum.

These do not materially affect the objections from myself and others that the building is out-of keepingwith it's context, much too high and involves the complete demolition of some of Park Place's most visually impressive Victorian houses. Most of the points of my objection (made against application 16/01740/MJR - which appears to be a duplicate of this application) to have, therefore, not been addressed.

The recent proposals do, however, go a small way towards addressing the existing problems this part of Park Place has for pedestrians, cyclists and public transport users. Following the success of the recent "car free day", I see no reason why Park Place along the entire frontage of Main Building should not be tabled, narrowed and closed to private cars.

The proposals make an attempt to mitigate for the loss of the green space lost by the demolition of the walled garden and loss of mature trees by formalising the existing green space between the University's main building and the Museum. However, this attempt itself involves the further removal of mature trees.

A more realistic mitigation would be to restore the Main building car park to gardens. This would have the advantage of further removing the need for private vehicles to travel along the tabled section of Park Place and reducing the current danger posed by vehicles turning into and out of Main building.

Finally I agree with other objectors that creating a Centre for Student Life by joining the two wings of Main Building around a central quadrangle as envisaged by its original architects would be a far more fitting proposal

A resident of 10 Algernon Road, London NW6 6PU

As a active member of the students union and athletics union during my time at Cardiff University ('14), I know first hand the benefit this will bring to students. This is a chance to to lead the way in student welfare. Not only in the UK but across the world. The street views look excellent. I would be proud to see this in the city. Due to the large roof space I would like to see more solar cells and an eco roof. Maybe a drone pad to make it fit for future.

A resident of Franklen Road, Whitchurch, Caerdydd

My main concern is that the proposed structure overpowers the stretch of Park Place that it sits along. The structure should sit a little back from the road as currently happens with the buildings currently there. Computer generated

visuals from different vantage points along Park Place make this clear.

I was unable to attend the consultation meetings held at the university, however the report from those meetings makes it clear that others have the same concerns:

"Concern about impact of new building on character of Park Place in terms of length and strong form of the building questioned whether there is a way of softening the frontage"

My view is that the frontage is out of proportion to the setting. If the structure were to be sited a few metres further back (from the standard pavement/walkway) with realistic space for some trees to grow up in front, then the whole feel of the building in relation to the other buildings and road will be much better.

The new building for the Royal Welsh College of Music and Drama is a particularly good design, but it looks even better because of the proportionate way it is set back from the road. Clearly there is less space from 46-48 Park Place, but it seems that a desire to maximise the internal dimensions is pushing the building too close to the road.

7.5 **MIND Cymru**

AMOSSHE, the Student Services Organisation, carried out research this year which found that 80% of student services directors had seen a noticeable increase in student mental health crises over the previous two years, and three-quarters had worked on an increased number of student suicides.

It is important that universities engage with students and the wider community, encourage people to talk about mental health and remove stigma for those who are experiencing poor mental health. We know young people are increasingly willing to talk about mental health. Student engagement in mental health support at universities across the country is also increasing. It is critically important that students are able to access support services when they need them, both in the community and in our universities, to ensure that they have the best possible student experience.

Cardiff University's Centre for Student Life will enable the University to transform the range of ways students can access services. It will improve access to mental health support through providing new public engagement space for student support services, new group work space and a purpose-built counselling and wellbeing consultation suite. These rooms will allow much greater access to students with increased opening hours and a greater range of services provision linking mental health support to other areas such as careers.

The Centre for Student Life will transform the way student support services in Cardiff work to better meet the needs of the clients they serve. But it will also provide the city with an exemplar building for this type of work at the heart of the city and the civic centre, a very public commitment to de-stigmatising mental

health. As a result we hope the University will improve the student experience both in Cardiff and after graduation for students who experience poor mental health. The building and the services that operate from it represent placing the student experience, and in particular the services that support the experience of the most vulnerable students, at the centre of the University.

7.6 Victorian Society Wales Group

The new Centre for Student Life does not respond positively to the context of Cathays Park or respect the smaller scale of its Victorian neighbours.

This scheme will have a very negative impact on the eastern elevation of the most important collection of major listed buildings in Wales. The facing elevation along Park Place will appear too over-bearing, situated as it is so close to the pavement. It is a long narrow building containing facilities that already exist on the campus and for

this, the City is losing a fine Victorian villa and large garden, which enhance the sense of park campus in the middle of a Capital city. It is effectively damaging the essential setting of the original University building by W.D.Caroe, and the rest of Cathays Park, due to its scale and lack of relationship to these and neighbouring buildings. Also it is not clear how the loss of the avenue of trees at this point along Park Place will be mitigated.

The effect on the character of this part of the Cathays Park Conservation Area will be very significant. The neo classical idiom and use of materials that have been chosen for the design are at odds with the rest of Park Place, which are largely late Victorian Gothic revival or a diluted form of the same. This is not an accident of planning, but in fact reflects the later development of Cathays Park, which itself is evidence of the growing wealth and power of Cardiff and crucially of the push for 'home' institutions and the decades that it took for Cardiff to acquire the land from the Bute Estate, for these national institutions. In their turn, the Bute Estate prescribed the use of Portland Stone and the cornice height of the buildings, also the layout of the site and avenues of trees as a condition of sale. This proposal therefore affects the clarity of the defined area of Cathays Park by 'spilling' across the boundary.

I think there should be greater public participation in this consultation. It is also a premature proposal given that the joint master planning commission has not yet reported on the enhancements for the area.

7.7 Cardiff Civic Society

Cardiff Civic Society objects to Cardiff University's Centre for Student Life building on a number of counts.

First of all it will result in the demolition of the historic Victorian villas of numbers 46, 47 and 48 Park Place – within the Conservation Area. Losing these buildings will damage the integrity of the area, and also result in a dangerous precedent – placing historic buildings in this, and other city conservation areas at risk.

The proposed building will also result in the loss of many trees in the avenue, a loss which cannot be mitigated.

Aesthetically, the proposed scheme jars with other buildings in its location, particularly as it is higher than neighbouring buildings, and fronts Park Place, rather than being set back from it.

Furthermore, the proposal is in breach of Cardiff Council's own commitment to protecting Cardiff's built heritage. Key Policy 17 says "Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular the character and setting of its Scheduled Ancient Monuments, Listed Buildings, Registered Historic Landscapes, Parks, Gardens, Conservation Areas, Locally Listed Buildings and other features of local interest that positively contribute to the distinctiveness of the city."

The Planning Inspector recently stressed the importance of maintaining the Victorian villas in Park Place, stressing in a recent judgement the importance of maintaining a 'coherent context' and 'harmonious street frontage' in Park Place.

A Centre for Student Life could be built that respects the city's heritage rather than damaging it, as this proposal does.

7.8 Network Rail

Network Rail refers to Cardiff University's amended plans accompanying DPP's letter of 27th October 2016. The amended plans include illustrative details of the proposed public realm improvements and highway alterations beyond the application site boundary along Park Place which will be secured through Section 106 and Section 278 Agreements. Unfortunately the amended plans do not respond to the concerns raised by Network Rail in the meeting attended by yourself, Cardiff University's Planning Consultant, Project Manager and Architect on 20th September 2016.

At this meeting Network Rail noted that the indicative location of the 'future bridge link' shown on the proposed drawings could not, at this time, be supported by Network Rail as a rail bridge providing access to Cathays Station and therefore any bridge link shown from the first floor level of the proposed 'Centre for Student Life' building over the railway line would be independent of Network Rail's proposals to introduce an Access for All footbridge at Cathays Station. Network Rail therefore identified that rail users moving between Park Place and Cathays Station would continue to use the existing, more direct east-west approach alongside 49 Park Place, within the northern part of the application site. It was agreed at this meeting that the public realm environment within the northern part of the application site did not show a detailed public realm layout or design. The amended plans submitted on behalf of Cardiff University still do not address this lack of public realm detail.

Network Rail therefore reiterates the concerns we have raised in our responses

dated 24th August 2016 and 2nd November 2016. Without a clear public realm design within the northern section of the application site and a clear delineation between pedestrians, servicing vehicles egressing the proposed University building, and vehicles accessing car parking to the rear of University premises, to the north of the application site, there remains the potential for conflict between vehicular movements and rail users travelling to and from Cathays Station on foot, by cycle or with mobility difficulties. This will have an adverse effect upon the pedestrian environment and pedestrian safety mindful of the high level of rail passenger movements which take place to and from Cathays Station.

The development must clearly show a safe, legible, and high quality public route from Park Place to the station platforms for all rail users walking, cycling or those with mobility restrictions. The development must also ensure that it includes passive provision to link into an Access for All footbridge at the station.

The lack of public realm proposals do not recognise the importance of this main route to Cathays Station from Park Place. Considerable signage and signposting will be required so that rail users can orientate themselves to locate the approach to the rail station. Furthermore, pedestrians will be funnelled down a narrow pathway, adjacent to a servicing corridor and car parking access to reach the station.

It is also noted that part of the application site relates to land within the ownership of Network Rail. Whilst Network Rail are currently in negotiations with Cardiff University over the purchase of the land an agreement has not yet been reached and consequently Network Rail does not give its consent to build on its land.

For the reasons outlined above Network Rail continues to object to the proposed development.

Notwithstanding Network Rail's objection, should Cardiff Council be minded to approve this planning application then it is advised that appropriate planning conditions be attached to any planning consent which requires the detailed layout and design of the public realm in the northern part of the application site between the northern elevation of the proposed building and the side elevation of 49 Park Place. These details shall ensure that rail passenger movement between Park Place and Cathays Station is achieved in a safe high quality environment with clear segregation between pedestrians and vehicles, appropriate lighting, and clear signage between Park Place and the station.

Network Rail reiterates that a Section 106 financial contribution should be sought from the developer towards undertaking passenger improvements at Cathays Station. The supporting reports identify that this development will be the 'welcome point' to the University for students and the public and will be the venue for a range of new services which are not currently available at this location including a 550 seat auditorium, a range of catering and retail outlets, and opportunities to extend the range of events using the accommodation to be provided within the building (including conferences, broadcasting and

graduations). The scale of this development and range of facilities to be provided in this building will undoubtedly increase the attractiveness of travelling by rail to Cathays Station and therefore increase usage of Cathays Station by University students and staff and those using those facilities which are being promoted to external groups, e.g. conference facilities. Furthermore, the proposed Travel Plan encourages the use of public transport, recognising that Cathays Station lies adjacent to the site and is served by high frequency Valle Lines rail services.

Network Rail is a public body and does not have access to additional funding to deliver improved rail user facilities at Cathays Station in order to respond to the increased usage of the station as a result of this development. It is considered reasonable that the developer should provide a financial contribution of £155,000 towards enhancing facilities at Cathays Station; this sum would deliver 2 no. new 6-bay waiting shelters on the two platforms, provide a shelter / canopy to the existing cycle stands, introduce a modern help point on the station platform, and enable new signage and customer information facilities to be provided at the station to assist wayfinding and orientation from Park Place to Cathays Station.

In addition to the above comments, Network Rail seeks confirmation that the construction of this development will not cause any disruption to rail services and will not impact upon the operation of Cathays Station or pedestrian movement between the station and Park Place.

8. **ANALYSIS**

- 8.1 This application was presented to Planning Committee on 23rd November 2016 where Members resolved to defer determination of the application to enable Committee to carry out a site visit. The site visit took place on 7th December 2016.

ENVIRONMENTAL IMPACT ASSESSMENT

- 8.2 The works have been screened [SC 15/0017/MJR] and are concluded not to be a Schedule 2 development for the purposes of assessment under the Environmental Impact Assessment regulations and are not considered to have any significant environmental effects warranting the submission of an Environmental Statement or impacts of more than local importance.

PRINCIPAL ISSUES

- 8.3 The development proposes a large new building for Cardiff University in a prominent location in Cathays Park Conservation Areas. Apart from Land Use, key issues are therefore those of Design; the impact of the development on the Historic Environment; the adequacy and any necessary Improvement of Infrastructure and Public Realm; and consideration of the impact on the City's Economy.

LAND USE

- 8.4 The application site falls within the settlement boundary and within the Central and Bay Business Area [CBBA] as defined on the LDP proposal map. Policy KP10 is of relevance. This policy describes the range of uses that are appropriate within the Central and Bay Business Areas and includes new offices, and commercial uses and encourages a mix of complementary uses to maintain and enhance the vitality, attractiveness and viability of the CBBA.
- 8.5 This proposal for the Centre for Student Life comprises a new building totalling 8,500sq m which will link to the existing Students Union building. The CSL is intended to centralise in one location all non-academic student services, which are currently located at a number of locations across the city. The CSL accommodation will include an advice centre, consultation rooms, learning space, an auditorium and retail and catering facilities and will link with the existing Students Union building via a covered stair.
- 8.6 The CSL will provide a welcome point for students and the public, provide information and assistance to students and the public and showcase the offer of the University and of the Students Union.

Taking into account the nature of the development (i.e. University related) and its location in the Central Bay Business Area, in a position centred between the University Main building and the Students Union, the proposal raises no land use policy concerns in terms of its intended use in the location proposed.

DESIGN

Context

- 8.7 Policy KP5 requires that new developments respond to the local character and context of the built environment and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals.
- 8.8 Built Heritage issues are considered separately below, but there are recognised impacts and overlaps between Policy KP5 and Policies KP17 and ENV 9 which seek to preserve and enhance the character and appearance of the Cathays Park Conservation Area which will influence the design.
- 8.9 The design concept and building detail is described at length in the submitted design and access statement but can be summarised as a proposal to extend the geographical confines of the area of grand individual set pieces of the Civic Centre characteristic on the western side of Park Place to the eastern side and to continue their aesthetic of principally pale coloured stone and concrete to the other side of the carriageway.
- 8.10 The proposed building does not attempt to mimic or replicate any of the existing buildings in the immediate area in terms of layout scale or massing. Rather taking a classical idiom and interpreting it to take the best elements of modern technology and construction to provide a wholly unique building

blending both the classical and the modern.

- 8.11 The proposed building will unashamedly be far longer and taller than any of the other buildings on Park Place. There are no other buildings in the immediate area which have such a long unbroken frontage or which would have the continuous height proposed by the CSL. As such the building is presented as an architectural entity in its own right. The building would be some 140m long and would present a frontage of approximately 127m to Park Place in the form of a continuous colonnade of slimline columns tracing the slow arc of the existing highway. The building would be some 21.6m high from footway to roofline, and would include for a further 6m of roof structures set back toward the railway line/student union boundary (some 27.6m total height). Visually the height of the building would be broken with a terrace line at its second floor level at a height of approximately 13.5m which would correspond to some 4/7th of its height as a classical proportion which would be provided as a glass balustrade enclosure forward of a visually slimline floor construction. This also allows for a visual change in the column presentation of the upper floors of the building.
- 8.12 In context the building would screen the current Student Union building which has a roof height of some 19m, and appear above the nearest adjacent buildings being the University Gymnasium to the North, and the 45 Park Place to the South, both having roof heights of approximately 13.5m tall, but would be separated from those buildings by a distance of approximately 12m.
- 8.13 The roof line of the Main University building is approximated at some 15.00m tall at a distance of around 20m at its closest point. However the principal elevation of the main building is some 90metres distant, which is considered to offset any potential competition between the two structures.
- 8.14 The Design policy requires that new developments have regard to their existing context, and address it in their design; it is acknowledged that it is the Architect's intent that the building is designed to have a commanding presence in the street scene and through modern construction, to reflect the finish of the Portland Stone used on the classical architecture opposite, in respect of the choice of a sympathetic white concrete aesthetic. This is a change to the characteristic use of dressed brick and render currently existing to the eastern side of the road, but is not a discordant material within the area generally.

Scale and Massing

- 8.15 The building is taller than its immediately adjacent neighbours (some 8m between roof lines in respect of the Villas, and Gym with addition height of roof structures from longer views) but would be set apart from those buildings by a reasonable separation to ensure for space about the building and to mitigate against any overbearing juxtaposition. It is noted that compared to the University towers to the Junction of Colum Road and Park Place, that even at 5 storey height it would by no means be the tallest building in the conservation area.
- 8.16 Positively, the scale of the building would ensure that it would obscure the

current student union building, and would remove the impact of its current staircase to Park Place which is considered to be a significant enhancement to the current street scene.

- 8.17 The linear frontage of the building is also proposed to be a design strength, allowing for the manifestation of a colonnade which will gently curve to follow the boundary of the site with the adjoining footway, behind which the presentation of the building is broken into three principal sections of glass curtain walling to the south, masonry staircase to the central mid section of the building (corresponding with the entrance position of the driveway to University Main building); and further panelled and glazed concession offers to the north.
- 8.18 Amended plans indicate that the length of the building has been modestly reduced to accommodate a more generous approach to the Cathays railway station and to facilitate a rear service access with less potential for conflict between service vehicles, pedestrians (whether students or rail users), and car and delivery vehicles accessing the rear of properties on Park Place. This is considered beneficial in respect of increasing the distance between the new building which is higher than the adjacent University Gym and thereby lessening the visual disparity between them, whilst allowing airspace about the new building which allows it to settle more comfortably within the available plot. To the south, the ground floor double height curtain glazed presentation of the building is set well back in an attempt to reconcile the building line of 45 Park Place, which is a three storey building. This is welcomed and will reduce the visual impact of the return of the building as appreciated from street level.

Legibility

- 8.19 Access to the building is considered reasonably intuitive and an improvement to the designs originally submitted. The central staircase position and lift appropriately invites students and members of the public to the open plan events space which also provides the crossing to the Student Union Building, as well as upper floors of the CSL. The rake of the stairway is considered to passively orientate people to the upper level of the Student Union whilst at double access doors to the central reception space benefit from the transparency of activity which will guide people to the centre of the CSL. The southern access doorways within the glazed façade presentation to the building are readily apparent when approaching from the south, and the Northern access position on the NW elevation of the building which will provide stair and lift access to the upper levels of the building to enable out of hours crossing of the railway line in the future.
- 8.20 Internally the building will have a generous foyer with central reception desk from which appropriate wayfinding can be provided to the various internal spaces.

Diversity

- 8.21 The provision of a number of A3 and A1 concessions within the building in addition to the main café/eatery is considered a positive response to the policy

requirement to provide for a diversity of land uses and to create additional vitality both in the development and along Park Place. The provision of an auditorium in the building will also provide opportunity for a variety of uses and functions and appropriately attract a greater intensity of use to the area.

Sustainability

- 8.22 The building will target sustainability credentials of BREEAM Excellent, and includes for roof mounted renewables and passive ventilation. Although no longer a mandatory Planning requirement, this is very welcomed. BREEAM Excellent would provide independent accreditation that that Centre for Student Life has gone beyond UK Building Regulations to provide a more sustainable building
- 8.23 The design of the building has been developed to minimise the carbon footprint of the new development, with the main strategy being to provide passive ventilation where possible. The main advantages of a naturally ventilated building include simpler and more manageable environmental control systems, lower energy consumption, lower construction costs and enhanced user satisfaction through occupant control.
- 8.24 A detailed façade study has been carried out to Improve solar performance of the south façade and to ensure that solar gains are minimised. Additional screening will be provided by an aluminium adornment to the façade reflective of the scalloped detailing of classical orders.
- 8.25 The building is also proposed to utilise circa 550m² of photovoltaics (PVs) to meet the minimum standards for BREEAM's Ene 01 Reduction of Energy Use and CO2 Emissions and to utilise materials and construction techniques to achieve higher than average u values. Again the incorporation of sustainable materials and enhancements within the construction is welcomed.

Inclusive design

- 8.26 Section 149 Equality Act 2010 requires that due regard be given to any actual or potential differential impact of the development on the needs of those with protected characteristics.
- 8.27 Originally the proposals were considered to be deficient in opportunities for equal access, however design changes now provide for a more centralised lift position, and multiple lifts throughout the building, as well as interior legible ramped access routes for the mobility impaired.
- 8.28 Better connectivity to the Student Union and facilities contained therein, as well as the variety in the nature of spaces available for users on a timetabled or commissioned basis will allow use of the building by a broad variety of groups of individuals, societies, clubs and study groups.
- 8.29 As such the development is considered to Improve access arrangements to the Student Union for those with special needs and to provide an inclusive design

with no abnormal differential impacts.

Security and Crime Prevention

- 8.30 The CSL building has been designed in line with the principles of 'Secured By Design' and will have well-defined routes, circulation spaces and entrances/exits that facilitate convenient movement and natural way-finding.
- 8.31 There will be a staffed reception located on the ground floor to ensure natural surveillance of the main entrance and foyer of the building.
- 8.32 Security will also be ensured by use of discreet digital technologies.
- 8.33 South Wales Police have also confirmed their liaison on the scheme in respect of secured by design accreditation, and have raised no objection to the proposals.

Waste

- 8.34 Policy KP12 and W2 seeks to ensure developments have effective waste management processes, capacity and collection arrangements. The University also has its own sustainable waste agenda and the Council's Waste Manager is satisfied with access arrangements for waste collection and storage. A waste management strategy and streaming of waste can be secured by condition.

Air, Noise and Light Pollution and Contaminated Land.

- 8.35 Policy EN13 seeks to protect amenity and safety of users and those who may be impacted upon by development.
- 8.36 The local authority has not placed any requirements for noise limitation from activities with the building, as the proposed use is considered unlikely to generate any unduly damaging sound emissions that would require suppression beyond that provided by the building fabric.
- 8.37 Building Plant can be required to only modestly exceed existing backgrounds noise levels by imposition of a plant noise limitation condition limiting any additional plant noise to 10 dB below the background noise during the day (07:00 – 23:00) and night (23:00 – 07:00) time periods in accordance with BS4142:2014.
- 8.38 It is expected that the applicant will aspire to have a mood sensitive lighting scheme on such a prestigious building and also appropriate security lighting in service areas. Given the proximity to the railway, and the need to ensure an appropriate aesthetic, these can be controlled by means of planning condition
- 8.39 In respect of potential contamination, the Pollution Control Officers requirement for a standard suite of investigative, remediation and verification conditions are concurred with given the history of the site, and also from an archaeology perspective a watching brief in respect of any groundworks is also supported.

BUILT HERITAGE

General

- 8.40 Local Authorities are required by Section 72 of the Planning Listed Buildings and Conservation Areas Act, in the exercise of their powers under the Planning Acts, to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.
- 8.41 Policy KP17 of the LDP, requires that Cardiff's distinctive heritage assets will be protected, managed and enhanced, and makes particular reference to the character and setting of its Listed Buildings and Conservation Areas as heritage assets which are also recognised as contributing to the distinctiveness of the city.
- 8.42 Detailed Policy ENV9 provides that Development relating to any of the City's heritage assets (or which affects their setting) will only be permitted where it can be demonstrated that the development 'preserves or enhances' the asset's architectural quality, historic and cultural significance, character, integrity and/or setting.
- 8.43 It is noted that the loss of the buildings on the site is seen by those opposing the development as being contrary to policy KP17 but also that the design of the proposed building is seen as an undesirable change in the character and appearance of the Conservation Area contrary to Policy ENV9. In that the building will not preserve or enhance the victorian domestic aesthetic.

In considering the proposed development, the merit of the proposed new building is considered below.

- 8.44 It is considered that the proposals will impact on the character of the Cathays Park Conservation Area in two principal ways; namely the loss of the existing buildings and landscape/trees to provide for the new building, and also in terms of the impact of the new building itself .

Loss of existing Buildings.

- 8.45 The development entails the loss of three unlisted Victorian buildings
- 8.46 Section 33. of Welsh Office Circular 61:96 indicates that there should be a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area; and that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings.
- 8.47 The general criteria relevant to the consideration of all listed building consent applications to modify, extend or demolish listed buildings relate to consideration of the importance of the building, its intrinsic architectural and historic interest and rarity; the particular physical features of the building; its setting, and its contribution to the local scene; and the extent to which any

proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of the environment.

- 8.48 Circular 61:96 (Section 91) suggests that proposals to demolish unlisted buildings which make a positive contribution to the character of a conservation area should take the following into account
- (i) the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use.
 - (ii) the adequacy of efforts made to retain the building in use. (Including the offer of the unrestricted freehold of the building on the open market at a price reflecting the building's condition. *(normally relevant in instances where buildings are in poor condition or poorly maintained)*).
 - (iii) the merits of alternative proposals for the site.
- 8.49 The developer's heritage consultant suggest that the three buildings concerned are, and have always been, of only modest significance, and in the case of 48 Park Place, has been heavily altered, and has little prospect of ever being restored to its original appearance and character. As such it is suggested that these buildings make a modest positive contribution to the character of the domestic buildings along Park Place, but make a negligible contribution to the conservation area in relation to the Civic Centre group, which is the principal reason for the designation.
- 8.50 It is argued that the extended and adapted frontage of 48 Park Place actually detracts from the setting of the listed Main Building and from the approach to the City Centre.
- 8.51 It is noted that given that the duty placed on the Local Planning Authority is to have special regard to the desirability of preserving the character and appearance of the area, (as opposed to the preservation of building fabric, as is the case with a Listed Building), that there would therefore appear some potential for the replacement of the buildings if the redevelopment would equally preserve, or enhance the character and appearance of the area.
- 8.52 It is also noted, that Planning Committee have been asked to consider the principle of demolition of 46 and 46a Park Place before, albeit some time ago, when it considered the removal of the buildings and their replacement with a 4 storey academic building was acceptable, and approved planning permission and Conservation Area Consent for their removal in June 1999. The scheme however was never progressed because of financial reasons.
- 8.53 Given the above, particular attention needs to be given to the architectural merit of the proposal and to the potential direct and extended economic, regenerative and enhancement merit of the proposed building.

The Proposed Building

- 8.54 The Circular confirms that the decision-maker is entitled to consider the merits of any proposed development in determining whether consent should be given for the demolition of an unlisted building in a conservation area.
- 8.55 The civic qualities of the proposed building, together with the utilisation of modern construction technologies, make it an exceptional piece of contemporary architecture, which will positively impact on the character of the area by obscuring the very massive Student Union building, which is of little architectural merit and is to the detriment of the Cathays Park Conservation Area.

Alternatives

- 8.56 It has been argued that if it necessary to build a non academic centre for students that this might be done elsewhere in the civic centre, or elsewhere in the City, perhaps by completing Caroe's original concept of a quadrangle for the Main building, or utilising other buildings or plots around Cathays park which may become available; However these are not material to the consideration of this application.

Public Benefit

- 8.57 Lastly it is recognised that the continued use of the Civic Centre by Cardiff University is an important component of the existing character of the Cathays Park Conservation Area. The use of the site for one of the core purposes of the University – for the support of its students, and the opportunity to create flexible spaces in which they can study and learn in a more social environment, as well as the provision of an auditorium for award presentations and other functions, will help ensure that the core of the conservation area remains alive and prosperous, and that these are the sorts of major public benefit which the National Guidance would consider exceptional, and which could outweigh the harm caused by the loss of the Victorian buildings, in this instance.
- 8.58 It is concluded therefore, that this is one of a very rare number of instances where the character and appearance of the wider conservation area is better preserved, and enhanced, by the replacement of the three Victorian buildings with an appropriate and sensitive contemporary architectural structure.

INFRASTRUCTURE / PUBLIC REALM

- 8.59 Policy KP6 requires that new development will make appropriate provision for, or contribute towards, all essential, enabling and necessary infrastructure required as a consequence of the development and that such infrastructure will be delivered in a timely manner...
- 8.60 The policy is consistent and supported by other policies within the Environment, Transport, and Community policy sections of the LDP.

- 8.61 KP6 draws attention, amongst other things to the infrastructure needs of development in respect of highway and transport networks, including access, circulation, parking, public transport and walking and cycling facilities; and Policies T1: T5: and T6 further to seek to manage and promote a sustainable transport agenda whilst seeking to control the impacts of development on existing transport networks and services.
- 8.62 The Policy also recognises open space provision, recreational facilities; and protection, management, enhancement and mitigation measures relating to the natural and built environment and Public realm as infrastructure items, and are considered below.

Public Realm/Setting of the building

- 8.63 A number of criticisms of the scheme cite issues of the building being physically over scaled and massive for the confines of the site, and that the proposal to encroach onto an already narrow footway against a parked and trafficked carriageway was both dangerous in terms of the expected intensity of usage with regard to the potential volume of students exiting the building at any one time and the likelihood of them being forced into the carriageway. But also disrespectful of the need to create a setting for the proposed building.
- 8.64 The applicant has always been clear however that it has been intended to offer a package of public realm enhancements to support the development, but was unable to table any finite scheme at the time of submission. The applicant accepts that there is an evident need to engross the width of the footway adjacent to the building, to provide some enhancement of the green spaces and trees around the development and to seek to introduce passive traffic calming measures into the scheme.
- 8.65 To this end additional information has been submitted to the Planning Authority which commits to undertake a package of improvements to the area of footway and carriageway immediately to the west of the building façade to Park Place and the areas of access and egress from the site, and extending toward the boundary of the University Main Building; proposed in two phases.
- 8.66 Indicatively, drawings and images have been submitted which indicate the reduction of the vehicle carriageway width to the minimum required for two way traffic; a corresponding extension of the footway and verges behind white granite kerbs, as are traditional and appropriate in the area; the removal on street pay and display parking, to provide a for better pedestrian priority and passive traffic calming measures, and the movement of the long term coach stop slightly to the north to an area near College lane, and for an improved approach to Cathays station.
- 8.67 These works are considered essential to provide an adequate setting to the building but also have the potential to provide an overall enhancement to the quality of the Conservation Area. Discussions are ongoing as to the final palette of materials and proportion of soft landscaping, but this can ultimately be controlled by means of approval of any future detailed scheme by means of

S106 agreement.

- 8.68 Currently the developer would wish to provide any enhancements in two phases of work. The first to provide works necessary for the safe and operational beneficial use of the building to the eastern side of the carriageway before the point of first beneficial use of the building and further to this, to complete the scheme of works to the western side of the carriageway within 18 months of that juncture.
- 8.69 The applicant has been encouraged to provide the works in one phase, and to include for such materials as Pennant stone footways and Granite Kerbs, but cites the cost of materials and implementation of the works as being prohibitive to the aspired quality of the proposed building in a single phase. Negotiations are ongoing, however the detail of the final scheme can be subject to further negotiation within the terms of any S106 agreement.

Drainage

- 8.70 A full Drainage statement accompanied this application.
- 8.71 A 975mm x 600mm brick sewer crosses the rear of the site, running parallel with the railway line. This sewer receives flows from a large area of Cardiff to the north and is classified as a combined public sewer maintained by Dwr Cymru Welsh Water (DCWW).
- 8.72 The applicant has secured an in-principle building over agreement with DCWW which allows for access to the sewer easement should this be needed in the future.
- 8.73 DCWW have agreed that since there is not an increase, but a re-distribution of the existing student population, then the foul flows from the proposed development can be catered for in the combined sewer.
- 8.74 Storm water flows generated from the lower terraces and the stairs of the existing Student's Union building discharge via drainage channels into high level rainwater pipes and into the combined DCWW sewer.
- 8.75 Surface water runoff from the CSL building will be attenuated so that the 1 year and 100 year storm events, including an allowance for climate change from the proposed site would not exceed the existing 1 year and 100 year storm events.
- 8.76 There is therefore considered no detriment to the public sewerage network . DCWW have agreed to this principle and have raised no objection to the planning application.

TREES AND SOFT LANDSCAPING

- 8.77 Policies C4 and C5 seek to protect open space : PROTECTION OF OPEN SPACE

C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT

Trees

- 8.78 The comments of the Trees Officer are noted. It is accepted that the development will adversely impact on the mature tree stock which contributes greatly to the character of the area and the developer recognises that some form of compensation will be necessary to offset that loss.
- 8.79 Policy EN8 seeks to prevent *unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage value, or that contribute significantly to mitigating the effects of climate change,*
- 8.80 The proposed development will result in the loss of x17 trees. Of predominantly low to moderate value, and one 'B' category rowan and one 'A' (high quality and value) London Plane.
- 8.81 It is noted however that the majority of these trees are contained behind the high stone boundary wall of 46 Park Place and that although they have highly visible canopies, that they are not on public land.
- 8.82 Recognising this, the developer has noted the area of grassland, owned by the Council located to the south of the University Main Building, which contains a great number of trees of variable condition and cramped arrangement which makes the area rather dark and uninviting, but which potentially might be transformed into a high grade park area where accessibility and connectivity to Alexandra Gardens could be improved and which might provide for a much more inviting Public space, with enhanced and better managed tree stock.
- 8.83 The University has confirmed therefore that a financial contribution of **£154,953.50** would be paid to the Council to design and undertake such works as mitigation for the trees lost as a consequence of the development.
- 8.84 The loss of trees as a consequence of development is always regrettable, however it is concluded that in this instance the financial contribution in combination with other works to trees as a component of the public realm enhancement works to the front of the building, provides not only for an appropriate level of mitigation, but also for a more publically accessible and sustainable future for trees in the area, and is supportive of the proposal.
- 8.85 The financial contribution offered can be secured via S106 Agreement.

Transportation

- 8.86 The Transportation Officer's observations are reported above.
- 8.87 The potential for improvements to the public realm are welcomed, but the following works are considered to be essential to ensure for the safety and ease

of passage of pedestrians:

- 8.88 As a minimum, the engrossment of the pavement width to the front of the building must be secured prior to the beneficial use of the building. This is covered above. These works are however considered as the minimum required to allow the building to function, and are not considered as providing the necessary public realm enhancement or to have the special regard to the character of the conservation area required to meet policy compliance, and the completion of a finished scheme to the entire highway width in front of the building must be secured within 18 months of the opening of the building.

Bikes

- 8.89 It is noted that secure cycle storage is located at ground floor as a de-mountable space within the service corridor, (So as to be easily removable if servicing work is required on the sewer). Access is via a secure door adjacent to Park Place.
- 8.90 There are 62 bike racks with 62 lockers and this is considered policy compliant. The Transport Manager also recognises the provision of 8 No. shower/changing cubicles with additional associated locker space; and one wheelchair accessible WC/shower at ground floor level which will promote the use of sustainable transport modes including running and cycling and also provide inclusive freshening up facilities for independent wheelchair users and other modal users. This is welcomed.
- 8.91 The prioritisation of cycles over motorised vehicle uses will however need to be demonstrated within the detail of the submitted public realm scheme and should aim in principle and in physical provision to be able to be extended along the length of Park Place in the future to establish a priority Cycle route.

Cars / Motorised Vehicles

- 8.92 Given the location of the building so close to the City Centre, and the benefit of an adjacent railway station; excellent public transport opportunities, and opportunities for walking, there is no requirement for on site car parking. As such 0 provision is considered both appropriate and welcomed.

Tables

- 8.93 The scheme of Public Realm Enhancement directed at the modification of the current vehicle carriageway should aim at passive reduction in vehicle speeds outside the building to reduce the potential for pedestrian and vehicle conflict.
- 8.94 Safe crossing will likely be enhanced by the provision of elevated tables within the carriageway and the detail of these will need to be considered as part of the public realm package. Ultimately however it is likely that scheme will need to include for a Light controlled crossing, though the specific design and location of this can be left to a detailed stage of consideration.

Servicing

- 8.95 The sewer easement on the site provides the opportunity for a generous service corridor at the rear of the ground floor. This space can allow for bins for the CSL building, as well as for the separate retail units.
- 8.96 Service vehicles can use the 5m high undercroft as a one way traffic route [The Transportation Officer preferring a Clockwise rotation] to avoid vehicles needing to wait or reverse onto Park Place. This also allows for simple parking of any truck/van alongside the goods entrance for the CSL or retail units. From which access can be granted via the goods lift in the South Core for the CSL or the North Core for Retail Unit 02, and direct to Retail Unit 01.
- 8.97 Security of services/deliveries to the building can be subject of telephone/video contact to gain entry.

Collaborative working with Network Rail

- 8.98 The site is located adjacent to the Merthyr Branch railway line and as such, there are a range of technical and logistical issues to consider in the design.
- 8.99 Cardiff University have entered into a Basic Asset Protection Agreement with Network Rail to allow dialogue and technical design and approval work to continue with their appointed Asset Manager. This includes for the maintenance of a 4.5m wide rail 'impact' zone designed to reflect the access and maintenance needs of the the railway.
- 8.100 The building has also been designed to facilitate a future railway footbridge to be installed at the North end of the new building from level 1 across the railway to a future stair/lift core on the North side of the tracks.
- 8.101 The bridge design will be developed to Network Rail Grip 1 approval stage and the abutment wall constructed on the new building side to allow a bridge to be installed in the future. The design will also take into account the future plans for electrification of this part of the network.
- 8.102 The objection of the Planning Division of Network Rail and their request for a third party incorporation into any Section 106 legal agreement is noted, however the Planning Officer considers that any obligation on the developer in respect of improvements to the approach to Cathays Station need only to be limited to the public realm enhancement to the area around the North of the site and that any expectation of monies for station improvements and signage/wayfinding exceeds any likely impact of the development on rail services. Further collaborative working is therefore encouraged, and that agreement be reached regarding opportunities for physical enhancement and improved wayfinding of the station in the context of the widened access which the development will realise.
- 8.103 From a planning perspective, the Local Planning Authority welcome the recognition of the potential for a new bridge crossing and the inclusion of a

stair core and lift within the design of the building to receive such a facility in the future, and note that the specification of the lift arrangement to a 16 person lift has now been incorporated into the proposals, however the management arrangements of such a facility are considered matters between Network Rail and the applicant as the application/new building does not propose the crossing at this time. only to accommodate the potential for it.

- 8.104 Neither do the proposals impact on the status of the current rail crossing, which would remain until such time as Network Rail choose to remove it, and or provide the new crossing.
- 8.105 As such although it is a stated intent, there are no proposals before the LPA for a new bridge crossing of the rail track at this time, nor any guarantee that such a development will be progressed in the future. It would therefore seem unreasonable to apply planning conditions to any permission as may be granted in respect of the hours of operation of a facility that has yet to exist, and that these are best resolved through any contractual arrangements between interested parties.

ECONOMY

- 8.106 It should not be ignored that the University is both one of the major employers in the City, and since being founded in 1883 the University has been one of the principal reasons for the City's growth and attractiveness as an the investment Capital of Wales as well as its Capital City.
- 8.107 The University convincingly argue that if it is to maintain its status as one of the top universities in the country, to play a role on the international stage, and to maintain the buoyancy of City's economy which is in no small part derived from its student population, that it must be able to effectively compete with its competitors and establish the Campus centre which it currently lacks .
- 8.108 The importance of the scheme to the University is therefore acknowledged, and Supported.

OTHER POLICY CONSIDERATIONS

EN7: PRIORITY HABITATS AND SPECIES

- 8.109 An Extended Phase 1 Habitat Survey has been carried out by Soltys Brewster to inform the development proposals. The survey identified that the Park Place site comprises a limited range of habitats and, with the exception of the mature trees along Park Place the habitats associated with the site are generally considered to be of little or no ecological value.
- 8.110 The mature trees and scrub associated with the railway corridor alongside the site are likely to function as locally important habitat for birds and bats, but the existing buildings / structures are considered of negligible - low potential for roosting.

- 8.111 NRW, who will require to issue a licence to address any necessary bat disturbance now appear satisfied in respect of the findings of submitted bat studies and their view is supported by the Local Authority Ecologist.
- 8.112 It is recognised that the tree and vegetation around the site would likely provide nesting habitat for birds, and therefore any clearance of vegetation associated with the development will be undertaken outside of the bird-nesting season (i.e. tree felling / vegetation clearance can be carried out between September and February inclusive).

Biodiversity enhancements

- 8.113 In order to enhance the site ecology it is noted that the proposed CSL building incorporates a series biodiversity enhancements. In addition there are a number of integrated bird / bat boxes proposed within these roof garden spaces and on the roof / parapet of the new building. These are welcomed.

EN14: FLOOD RISK

The development is not located within Flood Zone C1 or C2 where special consideration of the consequences of flooding apply.

R6: RETAIL DEVELOPMENT (OUT OF CENTRE)

The proposed retail offers are not considered to compromise the economy of the City Centre or its shopping role.

R8: FOOD AND DRINK USES

The concessions are considered as ancillary provisions within the development and not to conflict with any environmental or amenity considerations. opening hours of the concessions can be controlled by condition

C2: PROTECTION OF EXISTING COMMUNITY FACILITIES

The development does not result in the loss of any community facilities.

OTHER MATTERS RAISED IN REPRESENTATIONS

- 8.114 Cllr Clark has raised the issue of the narrative of the Planning Inspector in respect of a recent appeal decision relating to the proposed demolition of 23-24 Park Place..
- 8.115 However each proposal must be viewed on its merit, and there is considered a significant difference in respect of the relationship and quality of replacement development proposed in respect of the consideration of that development, and the enhancement opportunity that would be derived from the removal of the buildings on this site.
- 8.116 It has also been suggested that the application is premature/sub-judice in terms of agreement being reached on any master planning proposals for the area between the Council and the University. This is not concurred with as the

development proposals are clear, and their impact able to be considered in the context of the situation and circumstances of the existing local environment.

8.117 In respect of a call for wider public consultation of the proposals. The application was submitted prior to and statutory requirement to undertake any public engagement on the proposals pre-planning application submission. It is understood however that the University did undertake a consultation exercise to gauge student and public opinion.

8.118 The Local Planning authority has undertaken advertising of the submitted planning application in accordance with statutory requirements and advice, including advertising of the proposals by notice in very many locations around the site and in the local press.

9. **SECTION 106 MATTERS**

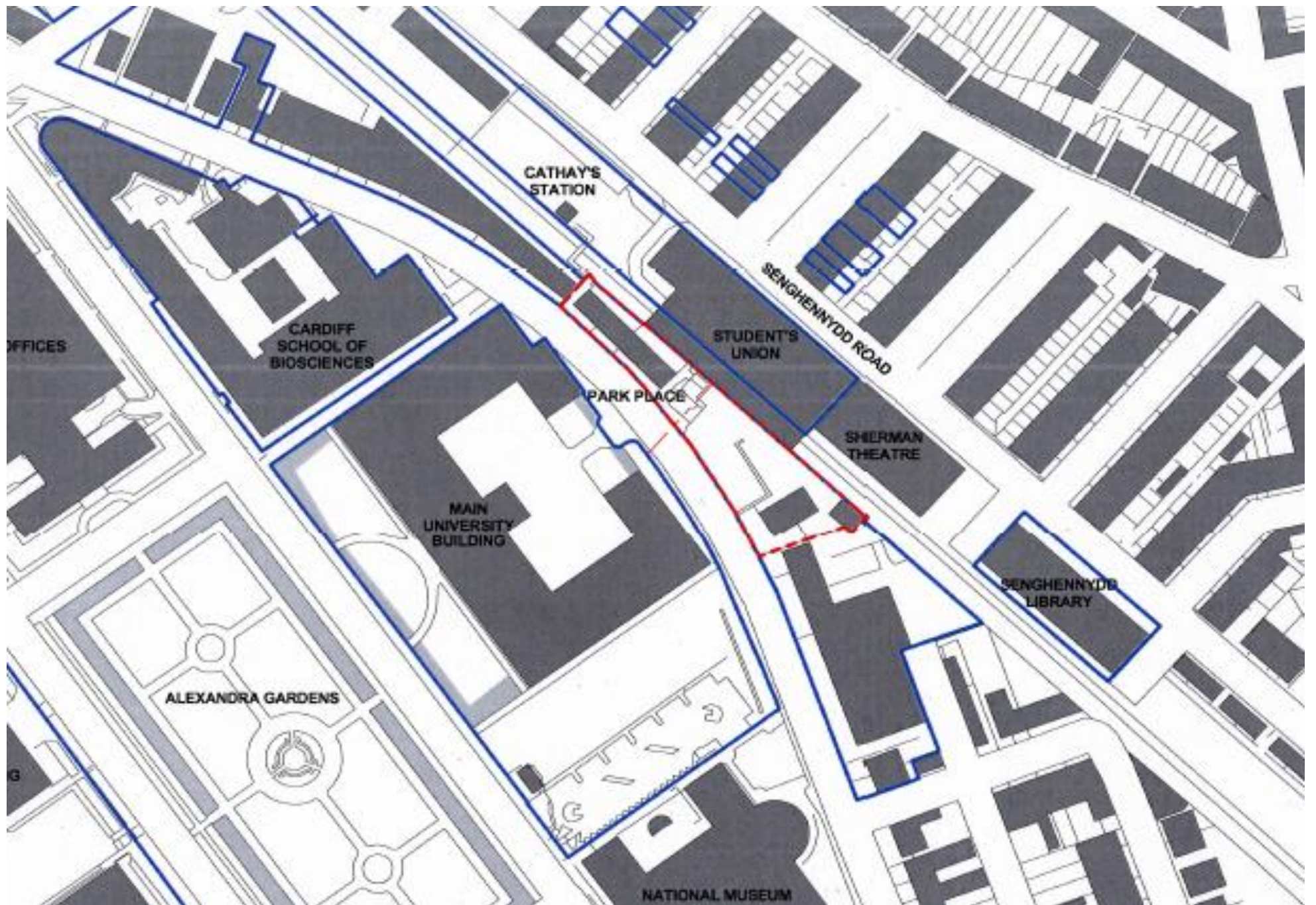
9.1 For Clarity the applicant is required to pay a financial contribution to the Council of **£ 154,953.50** toward the implementation of parkland and tree works to the gardens immediately south of the University Main Building; and

9.2 To implement a scheme of Highway improvement, hard and soft landscaping and such other Public Realm enhancement works as shall be agreed by Members of the Council's Planning Committee to the area indicated on plan Reference 'A' .

10. **RECOMMENDATION**

10.1 It is concluded that the development does adequately fulfil the requirements of the Development Plan in terms of Preserving and Enhancing the Character and Appearance of the Cathays Park Conservation Area; Does appropriately address a Sustainable Transport agenda and principles of Inclusive Design; and will provide for an architectural set piece in the context of Improved Infrastructure, the use of which will promote and maintain the attractiveness of the University, and thereby such benefits to the Economy of Cardiff, as are appropriate to a University City.

10.2 It is therefore recommended that planning permission be granted, subject to the signing of a legal agreement to secure the public realm enhancement scheme and parks improvements required to ensure both policy compliance and an appropriate setting for the building proposed.





Student Union

46 Park Place

48/47 Park Place

Plasy Parc Plasy Parc

Park Pl

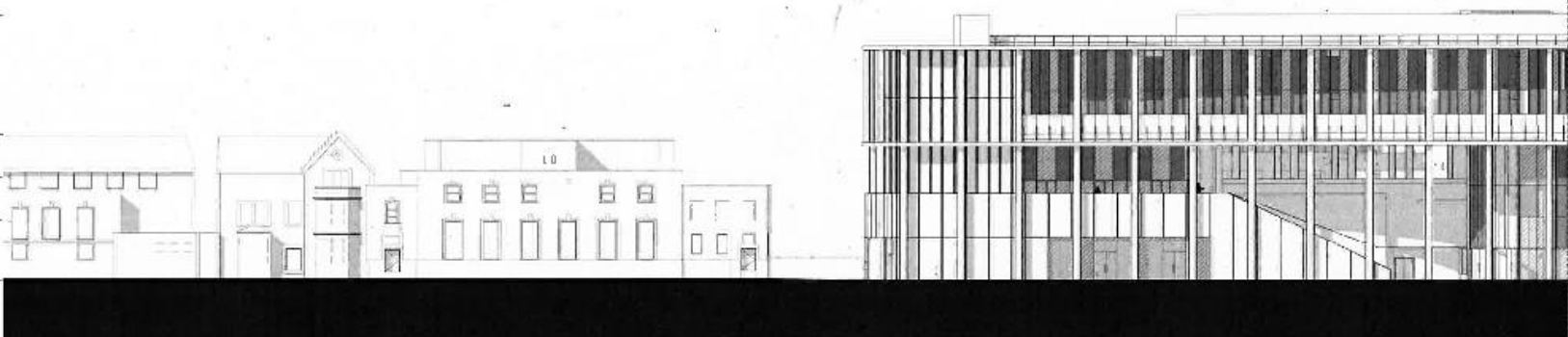
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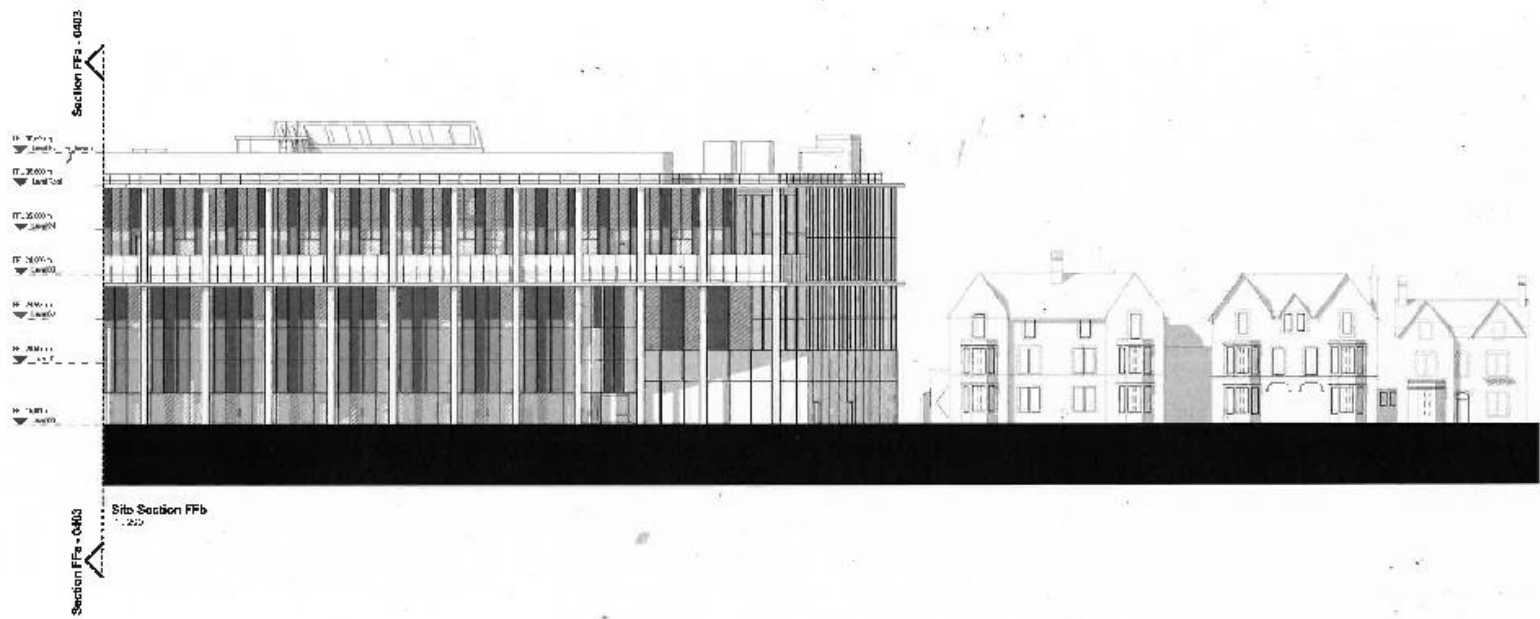
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30/08/2016

All dimensions to be used as shown







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LOCAL MEMBERS OBJECTION

COMMITTEE DATE: 14/12/2016

APPLICATION No. **16/01740/MJR** APPLICATION DATE: 29/07/2016ED: **CATHAYS**

APP: TYPE: Conservation Area Consent

APPLICANT: Cardiff University

LOCATION: 46-48 PARK PLACE, CATHAYS PARK, CARDIFF, CF10 3BB

PROPOSAL: PROPOSED REDEVELOPMENT OF NO.'S 46 TO 48 PARK PLACE FOR THE CONSTRUCTION OF CARDIFF UNIVERSITY'S CENTRE FOR STUDENT LIFE

RECOMMENDATION : That Conservation area Consent be **GRANTED**, subject to the following conditions:

1. C05 Statutory Time Limit – Conservation Area Consent
2. No demolition shall be commenced until such time as Cardiff University can evidence to the Council that the site will be redeveloped for a scheme for which planning permission has been granted within twelve months of the date of the demolition of the buildings on the land.
Reason: Demolition of the structures, which make a positive contribution to the character and appearance of the area, would not in isolation be acceptable; and to mitigate against the potential that such demolition to realise an undeveloped gap site within the conservation area.
3. No works to which this consent relates shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.
Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact.

1. **DESCRIPTION OF DEVELOPMENT**

- 1.1 Cardiff University wish to build a 'Centre for student life' [CSL] in an iconic building immediately east of the Civic Centre opposite the University Main Building on Park Place.
- 1.2 The development would necessitate the demolition of a small outbuilding and Villa at 46 Park Place, it's high stone walled garden enclosure, the access steps to the Student Union, and numbers 47 and 48 Park Place (the former Registry Office).

Conservation Area Consent is sought for the demolition of the buildings.

2. **DESCRIPTION OF THE SITE**

- 2.1 The site currently contains the former Registry Office building (An extended and altered Victorian building now providing a Subway and Costa Coffee Offer); the access steps to the student union; and the substantial walled curtilage of 46 Park Place which contains a number of mature trees, and the Villa itself (1875) and it's ancillary outbuilding. The site varies in depth from around 47m at its south eastern end, to around 17m at its North western extreme.
- 2.2 The former University Gym (A tall 1920s brick built building) bounds an access lane to the northwest of 48 Park Place. To the Southeast of 46 Park Place are further 2/3 storey Villas principally in commercial office use, or providing accommodation for University research facilities.
- 2.3 To the northeast, the site is bounded by the Valleys railway line, and the Sherman Theatre and Student union building on Senghenydd Road. The student union building is a dominating brown brick building of 1970s construction and is easily viewed and accessed from Park Place via a stepped access which spans the railway line, also required to be demolished under this application.
- 2.4 To the northwest is the Park Place carriageway, a tree lined avenue, of predominantly mature Lime trees, and the University Main building (1903 – 1964) A Grade II* Listed building finished in Portland Stone, with an open courtyard enclosed by railings from Park Place.

3. **SITE HISTORY**

- 3.1 Conservation Area Consent has notably been granted for the demolition of the wall, steps and Villa at 46 Park Place to allow for the construction of a new University Building some 17 years ago in 1999.
- 3.2 A separate permission later in 1999 granted consent for the demolition of a number of extensions and adaptations to 46 Park Place which was implemented and results in the remaining more original building which survives today.

99/00031 Conservation Area Consent for
DEMOLITION OF THE TWO ORIGINAL SEMI-DETACHED
HOUSES, THE STABLE BLOCK, THE GARDEN WALL AND
THE ACCESS STAIRCASE at 46/46a Park Place
Granted 10/06/1999

99/-2038 DEMOLITION OF EXTENSIONS AND OUTBUILDINGS TO
LEAVE MAIN HOUSE AND COACH HOUSE AS SHOWN ON
ATTACHED PLANS.
Granted 10-02-2000

4. **POLICY FRAMEWORK**

4.1 Planning Policy Wales Edition 8, January 2016

Chapter 6 - Conserving the Historic Environment

4.2 WG Technical Advice Notes

TAN 12: Design (2009)

4.3 Welsh Office Circulars

1/98: Planning and the Historic Environment: Directions by the Secretary of State for Wales 02/02/98

61/96: Planning and the Historic Environment: Historic Buildings and Conservation Areas 05/12/96

60/96: Planning and the Historic Environment: Archaeology 05/12/96

4.4 Other Material Considerations

Cardiff Local Development Plan 2006-2026 (Adopted January 2016)

KP17: BUILT HERITAGE

4.5 Other Material Considerations

Cathays Park Conservation Area Appraisal

5. **INTERNAL CONSULTEE RESPONSES**

None

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 **CADW**

Cadw have confirmed that they do not consider the buildings of National Significance in terms of their Architectural/Historic interest; and have issued a certificate of immunity from Listing which will be valid for the next 5 years.

6.2 **RCAHMW**

In respect of Proposals as originally submitted

The remit of the Royal Commission permits us to comment only on the historical significance and context of a monument or structure and on the adequacy or otherwise of the record. Nos 46-48 Park Place are part of the Cathays Park Conservation area. The buildings are not listed but as later C19th domestic buildings contribute to the character of the Park Place group of historic buildings. Circular 61/96 (para 33), which is of course current advice,

is quite clear that there should be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. The proposals to demolish 46-48 Park Place will need to be carefully considered in the same way as proposals to demolish listed buildings.

If consent for demolition is granted, it is important to require as a condition of consent that a high-quality photographic record of the buildings is made before demolition for deposit in the National Monuments Record of Wales (the public archive of the Royal Commission).

6.3 **GLAMMORGAN AND GWENT ARCHAEOLOGICAL TRUST**

In respect of Proposals as originally submitted

The proposal has an archaeological restraint.

We note the submission of a desk-based assessment compiled by GGAT Projects (Report no. 2016/003, dated April 2016) in support of the application. The document assesses the archaeological resource of the proposed development area and the likely impact of the application. It indicates that there will be a severe impact on 46 and 47 Park Place, as well as on a stables/coach house associated with 46 Park Place. It also notes a minor effect on a further five sites, including Post-medieval buildings. The report recommends a building survey on 46 and 47 Park Place, as well the stables/coach house of 46 Park Place. Additionally, due to the possibility of encountering below-ground remains associated with the Post-medieval buildings, or indeed the possibility of medieval remains associated with Dobbin Pits farmstead, an archaeological watching brief should be conducted during any ground intrusion works.

We concur with the conclusions of the report and therefore, in our role as the archaeological advisors to your Members we recommended that two conditions be attached to any consent, ensuring that archaeological and architectural investigations are carried out to mitigate the impact of the proposed development.

We have no objection to the determination of the consent as long as these conditions are attached and implemented.

In order to preserve the structures (46 and 47 Park Place, as well the stables/coach house of 46 Park Place) by record, we strongly recommend that a survey is made prior to work commencing. To ensure that work is carried out in a suitable manner, we therefore suggest that a condition worded in a manner similar to model condition 73 given in Welsh Government Circular 016/2014 is attached to any consent that is granted in response to the current application. This condition is worded:-

No works to which this consent relates shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written

scheme of investigation which has been submitted to and approved in writing by the local planning authority.

Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact.

The second condition will require the applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource should be attached to any consent granted by your Members. We envisage that this programme of work would take the form of a watching brief during the groundworks required for the development, with detailed contingency arrangements, including the provision of sufficient time and resources to ensure that any archaeological features or finds that are located are properly investigated and recorded; it should include provision for any sampling that may prove necessary, post-excavation recording and assessment and reporting and possible publication of the results. To ensure adherence to the recommendations we recommend that the condition should be worded in a manner similar to model condition 24 given in Welsh Government Circular 016/2014

No development shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

We also recommend that a note should be attached to the planning consent explaining that:

The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.

In respect of Proposals as amended

No Change to comments

In respect of Additional Information

No Change to comments

6.4 **VICTORIAN SOCIETY**

In respect of Proposals as originally submitted

Thank you for notifying the Victorian Society of this proposal. The case has been considered by the Society's Southern Buildings Committee at its most

recent meeting, and I write now to convey our OBJECTION to the application due to the harmful impact it would have on the character and appearance of the Cathays Park Conservation Area and the setting of the Grade II*-listed main university building.

46 Park Place was constructed in 1875. It is an attractive detached Gothic revival villa of the sort that characterises the east side of Park Place and which form a group that the Conservation Area Appraisal identifies as being significant to the appearance, character and setting of the area. Number 47-48 was built in 1890 and was designed by the notable architect *Edwin Wortley Montague Corbett*. Here *Corbett* interestingly departed from the Gothic-revival villa idiom (though not the scale) that defines Park Place, producing an attractive, originally symmetrical, red-brick pair of semidetached dwellings. Extension in the 1930s was sympathetically achieved.

The coherent sense of scale achieved by these Victorian properties – and those all the way down Park Place – is significant in creating a strong boundary on the east side of Cathays Park, clearly defining its extent and that of the civic building within it. It also provides the context in which to best appreciate and experience the full splendour of the Park's civic buildings, particularly *W. D. Caroe's* Grade II*-listed main university building, with later wings completed by his son Alban.

Notwithstanding the loss of 46-48 Park Place, we also object in principle to a building of the height and manner proposed. It would introduce the scale and civic character of the grand Cathays Park edifices, which have hitherto been restricted to the west side of Park Place.

Implementation of the scheme would have a transformative impact on the Conservation Area and the setting of the main university building. It would entail the demolition of two locally significant buildings, in the process causing harm that would be further compounded by the Centre for Student Life proposed. The new building would represent an unprecedented departure from the scale, character and defining characteristics of the east side of Park Place. A recent appeal decision (ref. no. APP/Z6815/A/15/3009037) concerning 23-24 Park Place underlines both the significance of the Victorian villas on the east side of Park Place and the desirability of preserving them.

Caroe conceived the university building as a quadrangular building with a central courtyard. In this sense it was never actually completed and the hall he had envisioned for the eastern wing was never built. Later his son attempted to resolve the situation, leaving us with the present arrangement. Having considered the scheme in this context, it occurred to the Committee that perhaps the most logical approach the University could adopt would be to build a new student centre as a fourth side of the quadrangle on the west side of the road. It need not be seen necessarily as an attempt to 'complete' *Caroe's* building, but could certainly be in the spirit of it. An assessment of the important contrast and differences of scale and character between the east and west sides of Park Place point to this being a reasonable solution, one we urge the University to explore.

Implementation of this proposal would erode the strongly defined character and appearance of the Cathays Park Conservation Area and would harm the setting of one of its most significant buildings. In light of the above we object to the application and recommend that it is refused consent.

7. **REPRESENTATIONS**

Members

7.1 **Cllr Elizabeth Clark**

OBJECTION TO PLANNING APPLICATION FOR 46.47 AND 48 PARK PLACE, CARDIFF: 16/01739/MJR

I am writing to object to the current planning application for 46, 47 and 48 Park Place, Cardiff. I do not object to having a Centre for Student Life in principle. However, I feel these current designs would have such a negative impact on Park Place and the wider city that they should be radically changed. I have already expressed these views to Cardiff University.

I object to the proposals for the current design of the building on Park Place as it would result in the demolition of the historic Victorian Villas of 46, 47 and 48 Park Place. As they were built in 1875 and 1890 respectively they predate the buildings in Cathays Park, including the Cardiff University Main Building.

Cardiff has already lost too many of its historic buildings. These include Preswylfa House in Canton, Reardon Smith Court in Fairwater and the Red House pub on Ferry Road. Most recently, we have seen the Poets Corner in City Road and the University Settlement in Splott earmarked for demolition resulting in great distress and controversy.

Park Place is a conservation area. Not only would the city lose these Victorian/Edwardian buildings but demolishing these villas would result in a very dangerous precedent for Cardiff. It will send a signal that buildings in other Cardiff conservation areas are not safe and are able to be demolished. I disagree with the argument that it will not put other historic buildings in conservation areas at risk as planning applications are considered on their individual merits. Time and again I have seen Council and Planning Inspector decisions which have taken into account previous planning application judgements.

The Planning Inspector has recently stressed the importance of maintaining the Victorian Villas in Park Place. In his judgement to dismiss an appeal which proposed demolishing 23-24 Park Place on 19 June 2013 he said, "In particular, the existing building is an integral and positive element of a largely harmonious street frontage which still reflects its affluent Victorian residence origins and provides a coherent context to the adjacent public buildings and spaces."

The proposal is in breach of the Council's 2016 Local Development Plan which commits to protecting Cardiff's built heritage. Key Policy 17 says, "Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular the character and setting of its Scheduled Ancient Monuments, Listed Buildings, Registered Historic Landscapes, Parks and Gardens, Conservation Areas, Locally Listed Buildings and other features of local interest that positively contribute to the distinctiveness of the city".

As the proposed building is colonnaded, white, far higher than other buildings fronting Park Place, not set back and in a classical style it jars with the adjoining street scene. As the proposed building has unused atrium space, café's and shops I'm sure a design could be produced which would be less overbearing and out of context and keep the 46, 47 and 48 Park Place Victorian Villas intact. Alternatively, there are other nearby sites where a Centre for Student Life could be built.

The proposal appears to be sub-judice as it would prejudice the joint Cardiff University and Cardiff City Council commission to prepare a master-plan "for a landscape and urban design framework for the Cathays Park area". I understand that the commission, set up in November 2015, has yet to report to the Council so any planning application should be delayed until after that work is completed.

I understand that widely respected groups and people have also objected to the proposals. This includes the Cardiff Civic Society, Victorian Society members and the esteemed local historian and planner, John Hilling. It is imperative that full account be taken of their views.

Cardiff University Pre-Planning Consultation Process

I have spoken to people in Cardiff about the proposals and many feel there should have been a wider consultation and engagement process. For example, the Victorian Society wished to be invited to a formal meeting and presentation at a mutually agreeable time at an early stage by the University so that the proposals can be discussed in detail. Also, I understand that members of the local conservation group have not been informed about the proposals and some are very alarmed.

I'm also concerned that the 16 June 2016 drop-in style consultation event was only held on one day and at less than 2 weeks' notice. In addition, as it appears the proposals were only posted on the Cardiff University website on 17 June 2016, this only allowed about 2 weeks to comment as it is planned to submit the planning application in July 2016.

Conclusions

I do not object to these proposals lightly. I am pleased to have worked on many projects with Cardiff University in the past. These include various new buildings, the introduction of Additional Licensing in Cathays, various waste management systems which improved living conditions for students and the establishment of

the Student Liaison Officer position. It is important that Cardiff University always be perceived as a custodian of the city's heritage. I fear these proposals would damage that perception.

On a personal level my grandmother was one of the first women to be granted a degree by the University and later became a governor there and I have been proud of those links.

7.2 **Cllrs Weaver, Merry and Knight**

We feel that the plans are incongruous and will dramatically alter the street scene in this conservation area for the worse.

The Victorian Villas along Park place are an essential make up of this conservation area and having lost one Villa recently to accommodation status rather than maintaining offices, we feel this that this application accelerates the destruction of this heritage. Arguments can be made on the state and significance of individual Villas but it is clear that this application would remove significant Villas and continues the cumulative impact developments are having on this road.

The make up of buildings along Park Place are that the buildings sit off the main the pavement. This building does not attempt to follow this pattern on this side of the street and sits not only right along side the pavement but protrudes onto this busy pavement making access harder for those with wheelchairs or pushchairs.

The road is a magnificent gateway into the city and a development this incongruous, that closes off light and visibility. For these reasons the application should be rejected.

7.3 **Central Area Conservation Group**

We the Conservation Group object against the proposed redevelopment as follows;

By definition, we are not building Victorian houses any more. They are a des' res' and give our city it's unique character. They are integral to the look and feel of the city of Cardiff, and are one of our most important USPs. They are key to our attraction, not least to students, and are hence key to our prosperity.

Once gone, they will not come back. We will be destroying our inheritance, and future generations will look on our actions scornfully.

If it is decided to demolish the buildings, then please ensure that the decision maker puts his/her signature to the approval, so that future generations of his/her family and our city might know how he/she contributed to our city's neutered future look and feel.

Further more, the Conservation Group regrets that the regular meetings that we used to have with Officers of the Council, the Officers and meetings being

excellent, have ceased.

The Group requests that the meetings be reinstated, as they will ensure that we, as citizen custodians, act to balance understandable short-term business gain with long-term strategic guardianship of the assets and environment of our unique and beautiful city.

Thank you for your consideration. We implore you to think of our city in fifty and in one hundred years time, and reflect on what will be lost for ever if this proposal goes ahead.

There must be other ways of achieving the desired development output without the demolition of the irreplaceable gems of our unique city.

7.4 **Neighbours**

A resident of Hazelhurst Road in Llandaff North objects to the application on the grounds of the loss of “one of the few remaining historical and special properties in our City. The University is taking over too much of our beautiful City”.

Nick Russell Cardiff Resident:

Please could I raise some concerns with regard to the proposed design for the Cardiff University's Centre for Student Life.

The design in its present form encroaches on the pavement such that I do not feel there is enough room for students to walk there in any great numbers. This means that the building will push them onto the road which is a safety concern.

The proposals also include a plan to destroy a number of the 150 year old trees that line Park Place. Whilst these may not have been listed, their destruction does constitute a material change to the character of Cathays Park which is a conservation area.

Taken in isolation it may be tempting to prioritise a modernist and practical vision over the heritage considerations but what if this is just the beginning? I am concerned that if this planning application is granted it will signal the beginning of the end for Cathays Park in its current form as successive years go by. This matters, not only for reasons of Cardiff's shared cultural identity, which is very important, but also economically. Heritage tourism is a big part of the Welsh economy and Cathays Park is a part of that.

I would ask the Council in its judgement to uphold and adhere to its own rules. Cathays Park has been designated a conservation area for a reason and the people of Cardiff are looking to its leaders to preserve its character. With a little bit of creativity it must be possible to have a Centre for Student Life which keeps the trees and lets the students walk past without getting run over. The Victorian buildings planned for demolition as part of the Centre for Student Life do also have some cultural significance too. For example, I believe I have seen a pathé video of King George VI on Park Place during his visit to Cardiff in 1937 with these buildings in the background. I would like to see them preserved but if

they are to be lost it would be better to if the new building could be in keeping, at least in some small measure, to the Victorian architecture that characterises Cathays Park. Ideally I would like to see:

The Victorian buildings currently planned for demolition preserved in their entirety

The 150 year old trees currently planned for demolition preserved in their entirety

A design that does not force the students into the road and instead leaves enough pavement left over to pass safely as a group of pedestrians, which they are entitled to do.

A design that is in keeping with the Victorian architectural tradition of Cathays Park.

John Hilling [Cardiff Resident and established and respected practitioner and commentator on historical architecture]

I am an architect (retired) and past member of the Town Planning Institute. As the author of 'The History and Architecture of Cardiff Civic Centre', recently published (May, 2016) by the University of Wales Press.

My main concern is the detrimental effect that the proposed building would have on Cardiff's wonderful civic centre. I therefore wish to object to current proposal for Cardiff's University's Centre for Student Life, in Park Place, on the following grounds:

1. The proposed building is unnecessarily intrusive and will visually detract from the civic centre. The civic centre, which is the finest in Britain and architecturally of international significance, is a discrete area of public buildings around an internal park. The civic centre relies for effect on a number of features, such as scale, overall use of Portland stone, classicism, and contrast to its surroundings, i.e., greenery on south and west borders; domestic scale, mostly residential, on north and east. The Student Life building as proposed would seriously impact in an intrusive way on the eastern periphery of the civic centre.

2. The eastern side of Park Place mostly comprises two-storey, red-brick domestic buildings with pitched roofs of slate. The newer University buildings, though not domestic, do not seriously upset the balance when seen from either the north or the south. The result is a generally continuous line of buildings of reddish buildings on the east side of Park Place which is in contrast to and accentuates both the whiteness and the form of the civic centre. The proposed Student Life building would negate this contrast by removing three buildings (nos. 46, 47 & 48) and a number of trees and imposing a new building of entirely different character, thereby breaking the existing line of buildings.

3. The proposed Student Life building would be too dominant and overbearing an intrusion, as it would stand forward of the existing buildings in Park Place

(which are generally set back from the pavement), and be considerably higher and of an altogether different character.

4. The proposed Student Life building would compete too arrogantly with the main building of the university, by being too close and having a restless architectural character derived from over-glazing and a multitude of spindly columns (in-situ concrete on the drawings, but precast in the text!).

5. Because of the way that the proposed Student Life building squeezes out from the main line of building on the east side of Park Place, it might suggest that part of the civic centre has leaped across the road to mingle with the red-brick buildings of Park Place's eastern side. This would seriously diminish the visual appearance of the civic centre which partly relies on its feeling of being a discrete self-contained community.

A resident of Wyncliffe Gardens, Pentwyn

Objects to the destruction of Victorian houses and trees along Park Place, that Enhance the approach to the city, and their replacement with a building that is out of character with it's neighbours. Additionally the proposed building is very high and would overwhelm the surrounding Victorian buildings.

A resident of Pommergelli Road, Llandaff North

I note the recent public realm plans and letter regarding the potential use of the land between the University's main building and the Museum.

These do not materially affect the objections from myself and others that the building is out-of keeping with it's context, much too high and involves the complete demolition of some of Park Place's most visually impressive Victorian houses. Most of the points of my objection (made against application 16/01740/MJR - which appears to be a duplicate of this application) to have, therefore, not been addressed.

The recent proposals do, however, go a small way towards addressing the existing problems this part of Park Place has for pedestrians, cyclists and public transport users. Following the success of the recent "car free day", I see no reason why Park Place along the entire frontage of Main Building should not be tabled, narrowed and closed to private cars.

The proposals make an attempt to mitigate for the loss of the green space lost by the demolition of the walled garden and loss of mature trees by formalising the existing green space between the University's main building and the Museum. However, this attempt itself involves the further removal of mature trees.

A more realistic mitigation would be to restore the Main building car park to gardens. This would have the advantage of further removing the need for private vehicles to travel along the tabled section of Park Place and reducing the current danger posed by vehicles turning into and out of Main building.

Finally I agree with other objectors that creating a Centre for Student Life by joining the two wings of Main Building around a central quadrangle as envisaged by its original architects would be a far more fitting proposal

A resident of 10 Algernon Road, London NW6 6PU

As a active member of the students union and athletics union during my time at Cardiff University ('14), I know first hand the benefit this will bring to students. This is a chance to to lead the way in student welfare. Not only in the UK but across the world. The street views look excellent. I would be proud to see this in the city. Due to the large roof space I would like to see more solar cells and an eco roof. Maybe a drone pad to make it fit for future.

A resident of 19 Franklen Road, Whitchurch, Caerdydd

My main concern is that the proposed structure overpowers the stretch of Park Place that it sits along. The structure should sit a little back from the road as currently happens with the buildings currently there. Computer generated visuals from different vantage points along Park Place make this clear.

I was unable to attend the consultation meetings held at the university, however the report from those meetings makes it clear that others have the same concerns:

"Concern about impact of new building on character of Park Place in terms of length and strong form of the building questioned whether there is a way of softening the frontage"

My view is that the frontage is out of proportion to the setting. If the structure were to be sited a few metres further back (from the standard pavement/walkway) with realistic space for some trees to grow up in front, then the whole feel of the building in relation to the other buildings and road will be much better.

The new building for the Royal Welsh College of Music and Drama is a particularly good design, but it looks even better because of the proportionate way it is set back from the road. Clearly there is less space from 46-48 Park Place, but it seems that a desire to maximise the internal dimensions is pushing the building too close to the road.

7.5 MIND Cymru

AMOSSHE, the Student Services Organisation, carried out research this year which found that 80% of student services directors had seen a noticeable increase in student mental health crises over the previous two years, and three-quarters had worked on an increased number of student suicides.

It is important that universities engage with students and the wider community, encourage people to talk about mental health and remove stigma for those who are experiencing poor mental health. We know young people are increasingly willing to talk about mental health. Student engagement in mental health support at universities across the country is also increasing. It is critically

important that students are able to access support services when they need them, both in the community and in our universities, to ensure that they have the best possible student experience.

Cardiff University's Centre for Student Life will enable the University to transform the range of ways students can access services. It will improve access to mental health support through providing new public engagement space for student support services, new group work space and a purpose-built counselling and wellbeing consultation suite. These rooms will allow much greater access to students with increased opening hours and a greater range of services provision linking mental health support to other areas such as careers.

The Centre for Student Life will transform the way student support services in Cardiff work to better meet the needs of the clients they serve. But it will also provide the city with an exemplar building for this type of work at the heart of the city and the civic centre, a very public commitment to de-stigmatising mental health. As a result we hope the University will improve the student experience both in Cardiff and after graduation for students who experience poor mental health. The building and the services that operate from it represent placing the student experience, and in particular the services that support the experience of the most vulnerable students, at the centre of the University.

7.6 Victorian Society Wales Group

The new Centre for Student Life does not respond positively to the context of Cathays Park or respect the smaller scale of its Victorian neighbours.

This scheme will have a very negative impact on the eastern elevation of the most important collection of major listed buildings in Wales. The facing elevation along Park Place will appear too over-bearing, situated as it is so close to the pavement. It is a long narrow building containing facilities that already exist on the campus and for this, the City is losing a fine Victorian villa and large garden, which enhance the sense of park campus in the middle of a Capital city. It is effectively damaging the essential setting of the original University building by W.D.Caroe, and the rest of Cathays Park, due to its scale and lack of relationship to these and neighbouring buildings. Also it is not clear how the loss of the avenue of trees at this point along Park Place will be mitigated.

The effect on the character of this part of the Cathays Park Conservation Area will be very significant. The neo classical idiom and use of materials that have been chosen for the design are at odds with the rest of Park Place, which are largely late Victorian Gothic revival or a diluted form of the same. This is not an accident of planning, but in fact reflects the later development of Cathays Park, which itself is evidence of the growing wealth and power of Cardiff and crucially of the push for 'home' institutions and the decades that it took for Cardiff to acquire the land from the Bute Estate, for these national institutions. In their turn, the Bute Estate prescribed the use of Portland Stone and the cornice height of the buildings, also the layout of the site and avenues of trees as a

condition of sale. This proposal therefore affects the clarity of the defined area of Cathays Park by 'spilling' across the boundary.

I think there should be greater public participation in this consultation. It is also a premature proposal given that the joint master planning commission has not yet reported on the enhancements for the area.

7.7 Cardiff Civic Society

Cardiff Civic Society objects to Cardiff University's Centre for Student Life building on a number of counts.

First of all it will result in the demolition of the historic Victorian villas of numbers 46, 47 and 48 Park Place – within the Conservation Area. Losing these buildings will damage the integrity of the area, and also result in a dangerous precedent – placing historic buildings in this, and other city conservation areas at risk.

The proposed building will also result in the loss of many trees in the avenue, a loss which cannot be mitigated.

Aesthetically, the proposed scheme jars with other buildings in its location, particularly as it is higher than neighbouring buildings, and fronts Park Place, rather than being set back from it.

Furthermore, the proposal is in breach of Cardiff Council's own commitment to protecting Cardiff's built heritage. Key Policy 17 says "Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular the character and setting of its Scheduled Ancient Monuments, Listed Buildings, Registered Historic Landscapes, Parks, Gardens, Conservation Areas, Locally Listed Buildings and other features of local interest that positively contribute to the distinctiveness of the city."

The Planning Inspector recently stressed the importance of maintaining the Victorian villas in Park Place, stressing in a recent judgement the importance of maintaining a 'coherent context' and 'harmonious street frontage' in Park Place.

A Centre for Student Life could be built that respects the city's heritage rather than damaging it, as this proposal does.

7.8 Network Rail

Network Rail refers to Cardiff University's amended plans accompanying DPP's letter of 27th October 2016. The amended plans include illustrative details of the proposed public realm improvements and highway alterations beyond the application site boundary along Park Place which will be secured through Section 106 and Section 278 Agreements. Unfortunately the amended plans do not respond to the concerns raised by Network Rail in the

meeting attended by yourself, Cardiff University's Planning Consultant, Project Manager and Architect on 20th September 2016.

At this meeting Network Rail noted that the indicative location of the 'future bridge link' shown on the proposed drawings could not, at this time, be supported by Network Rail as a rail bridge providing access to Cathays Station and therefore any bridge link shown from the first floor level of the proposed 'Centre for Student Life' building over the railway line would be independent of Network Rail's proposals to introduce an Access for All footbridge at Cathays Station. Network Rail therefore identified that rail users moving between Park Place and Cathays Station would continue to use the existing, more direct east-west approach alongside 49 Park Place, within the northern part of the application site. It was agreed at this meeting that the public realm environment within the northern part of the application site did not show a detailed public realm layout or design. The amended plans submitted on behalf of Cardiff University still do not address this lack of public realm detail.

Network Rail therefore reiterates the concerns we have raised in our responses dated 24th August 2016 and 2nd November 2016. Without a clear public realm design within the northern section of the application site and a clear delineation between pedestrians, servicing vehicles egressing the proposed University building, and vehicles accessing car parking to the rear of University premises, to the north of the application site, there remains the potential for conflict between vehicular movements and rail users travelling to and from Cathays Station on foot, by cycle or with mobility difficulties. This will have an adverse effect upon the pedestrian environment and pedestrian safety mindful of the high level of rail passenger movements which take place to and from Cathays Station.

The development must clearly show a safe, legible, and high quality public route from Park Place to the station platforms for all rail users walking, cycling or those with mobility restrictions. The development must also ensure that it includes passive provision to link into an Access for All footbridge at the station.

The lack of public realm proposals do not recognise the importance of this main route to Cathays Station from Park Place. Considerable signage and signposting will be required so that rail users can orientate themselves to locate the approach to the rail station. Furthermore, pedestrians will be funnelled down a narrow pathway, adjacent to a servicing corridor and car parking access to reach the station.

It is also noted that part of the application site relates to land within the ownership of Network Rail. Whilst Network Rail are currently in negotiations with Cardiff University over the purchase of the land an agreement has not yet been reached and consequently Network Rail does not give its consent to build on its land.

For the reasons outlined above Network Rail continues to object to the proposed development.

Notwithstanding Network Rail's objection, should Cardiff Council be minded to approve this planning application then it is advised that appropriate planning conditions be attached to any planning consent which requires the detailed layout and design of the public realm in the northern part of the application site between the northern elevation of the proposed building and the side elevation of 49 Park Place. These details shall ensure that rail passenger movement between Park Place and Cathays Station is achieved in a safe high quality environment with clear segregation between pedestrians and vehicles, appropriate lighting, and clear signage between Park Place and the station.

Network Rail reiterates that a Section 106 financial contribution should be sought from the developer towards undertaking passenger improvements at Cathays Station. The supporting reports identify that this development will be the 'welcome point' to the University for students and the public and will be the venue for a range of new services which are not currently available at this location including a 550 seat auditorium, a range of catering and retail outlets, and opportunities to extend the range of events using the accommodation to be provided within the building (including conferences, broadcasting and graduations). The scale of this development and range of facilities to be provided in this building will undoubtedly increase the attractiveness of travelling by rail to Cathays Station and therefore increase usage of Cathays Station by University students and staff and those using those facilities which are being promoted to external groups, e.g. conference facilities. Furthermore, the proposed Travel Plan encourages the use of public transport, recognising that Cathays Station lies adjacent to the site and is served by high frequency Valle Lines rail services.

Network Rail is a public body and does not have access to additional funding to deliver improved rail user facilities at Cathays Station in order to respond to the increased usage of the station as a result of this development. It is considered reasonable that the developer should provide a financial contribution of £155,000 towards enhancing facilities at Cathays Station; this sum would deliver 2 no. new 6-bay waiting shelters on the two platforms, provide a shelter / canopy to the existing cycle stands, introduce a modern help point on the station platform, and enable new signage and customer information facilities to be provided at the station to assist wayfinding and orientation from Park Place to Cathays Station.

In addition to the above comments, Network Rail seeks confirmation that the construction of this development will not cause any disruption to rail services and will not impact upon the operation of Cathays Station or pedestrian movement between the station and Park Place.

8. **ANALYSIS**

- 8.1 This application was presented to Planning Committee on 23rd November 2016 where Members resolved to defer determination of the application to enable Committee to carry out a site visit. The site visit took place on 7th December 2016.

PRINCIPAL ISSUES

- 8.2 Conservation Area Consent is required for the total or substantial demolition of a building located within a Conservation Area.
- 8.3 The development proposes the removal of four unlisted Victorian buildings, (46, 46A, 47 and 48 Park Place; and a late 20th Century brick built staircase, from the Cathays Park Conservation Area. A high stone wall forming the curtilage enclosure of one of the buildings (No 46 Park Place) is also proposed to be demolished.

THE BUILDINGS

46 Park Place

- 8.4 46 Park Place dates from Circa 1875 as part of the original development of Park Place, It is in Pennant Sandstone in an early French Gothic style (as influenced by William Burgess) with Bath stone dressings.
- 8.5 It is currently a relatively plain, two/three storey building without adornment It shows evidence of past adaptation and extension in terms of the absence of an entrance porch, rendering to the lower half of the northern elevation and accretion of rear extensions.
- 8.6 A Coach House (Now 46A) is positioned at the rear of the site.
- 8.7 The interior has been altered, with the loss of original fireplaces, windows and decorative features. However these features enjoy no protection and no form of permission would have been required to remove them.
- 8.8 Overall, this building is considered a quiet back cloth building retaining a number of characteristic external features common with other buildings on the domestic side of Park Place, but not a principal building or building of special note.

46A PARK PLACE

- 8.9 The building is again pennant stone fronted, it is two storey with originally twin cart entry, now converted to a single door access door and a landscape orientated window set in fixed screens. The northern side of the front elevation has a roof gable, which now contains a 6 pane window. This may have originally been a hoist access to first floor but this is conjecture.

THE WALL

- 8.10 The original garden wall to 46 Park Place is also in Pennant stone, survives and provides a boundary to the street. It is of substantial height (over 3 metres) and unusual in this regard, but again is not particularly architecturally significant, utilising a random arrangement of stretcher and jumpers with added levelling

stones as opposed to a more formal sneck construction between northern and southern ends respectively.

47-48 PARK PLACE

- 8.11 47-48 Park Place were designed by the Bute-Estate architect Edwin Wortley Montague Corbett in 1890 as a symmetrical semi-detached pair of red brick houses. They therefore pre-date the current University Building, but have been much altered in their lifetime so that their original form is only weakly discernible.
- 8.12 It is reported that the buildings were originally constructed with a line of symmetry on a central gable facing Park Place, the gable contained a two storey projecting bay dropping back to the main building façade which had a central single storey hipped bay before being finished with a two storey bay beneath a secondary gable which returned to the rear of the site and provided a porch entrance to north and south elevations.
- 8.13 By 1920, ordnance maps confirm that No. 48 had been much extended to the rear.
- 8.14 No. 47 was altered in 1935 with the addition of a substantial side extension which continued the red brick aesthetic and slate roof further south.
- 8.15 The frontage of No. 48 was substantially extended with a single storey extension in the 1980s; and further adaptations to both buildings were seen in 2010/11 when the ground floors of No 48 were converted to A3 use as Costa Coffee and Subway food outlets.

THE DUTIES PLACED ON THE LOCAL PLANNING AUTHORITY IN DETERMINING THIS APPLICATION FOR DEMOLITION.

- 8.16 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 directs that :
- “Every Local Planning Authority :
- (a) shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and
 - (b) shall designate those areas as Conservation Areas.”
- 8.17 Thereafter S71 of the Act requires that it shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas. This is most often done in the form of policies within a development plan, or in documents such as Local Planning Authority ‘Conservation Area Appraisals’ or other plans or strategies.

- 8.18 Section 72 of the Act then places a duty on Local Planning Authorities, in the exercise of their powers under the Planning Acts, to pay 'special attention' to the desirability of 'preserving or enhancing the character or appearance' of a conservation area which it has designated.
- 8.19 Policy KP17 of the Local Development Plan [LDP], requires that Cardiff's distinctive heritage assets will be protected, managed and enhanced, and makes particular reference to the character and setting of its Listed Buildings and Conservation Areas as heritage assets which are also recognised as contributing to the distinctiveness of the city.
- 8.20 Detailed Policy EN9 provides that Development relating to any of the City's heritage assets (or which affects their setting) will only be permitted where it can be demonstrated that the development 'preserve's or 'enhances' the asset's architectural quality, historic and cultural significance, character, integrity and/or setting.
- 8.21 The Cathays Park Conservation Area Appraisal records the special qualities of the area and proposes enhancements which would be desirable to achieve when processing applications within the area.
- 8.22 It is noted that the loss of the buildings on the site is seen by those opposing the development as being contrary to policy KP17 but also that the design of the proposed building is seen as an undesirable change in the character and appearance of the Conservation Area contrary to Policy ENV9. In that the building will not preserve or enhance the character of the Victorian Domestic Aesthetic to the Western side of Park Place.
- 8.23 However it is also noted that the Designation of a Conservation area, more than any other protective designation, does allow for the potential for change, and that the emphasis of the designation is placed on the preservation of the character of the area, and not on building fabric per se.
- 8.24 The location of a building in a conservation area therefore does not provide for its preservation in perpetuity, but does provide for a general presumption in favour of keeping buildings which make a positive contribution to the character of the area.
- 8.25 To help local planning authorities in their consideration of such matters, Circular 61:96 provides for guidance of the issues to be considered when demolitions are proposed.

CRITERIA TO BE CONSIDERED

- 8.26 Section 33. of Welsh Office Circular 61:96 indicates that there should be a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area; and that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings.

- 8.27 The broad criteria relevant to the consideration of all listed building consent applications to modify, extend or demolish listed buildings relate to consideration of the importance of the building, its intrinsic architectural and historic interest and rarity; the particular physical features of the building; its setting, and its contribution to the local scene; and the extent to which any proposals would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of the environment.
- 8.28 Circular 61:96 (Section 91) suggests that proposals to demolish unlisted buildings which make a positive contribution to the character of a conservation area should take the following into account
- (i) the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use.
 - (ii) the adequacy of efforts made to retain the building in use. (Including the offer of the unrestricted freehold of the building on the open market at a price reflecting the building's condition. *(normally relevant in instances where buildings are in poor condition or poorly maintained)*).
 - (iii) the merits of alternative proposals for the site.
- 8.29 The developer's heritage consultant suggests that the buildings, as existing, make only a modest positive contribution to the character of the domestic buildings along Park Place, but make a negligible contribution to the conservation area in relation to the Civic Centre group, which the consultants consider the principal reason for the designation. It is also suggested that the buildings have little prospect of ever being restored to their original appearance and character and that the frontage of 48 Park Place especially, actually detracts from the setting of the listed Main Building and from the approach to the City Centre.
- 8.30 From inspection of the properties, the Heritage advisor's comments cannot be disagreed with in respect of the current presentation of the buildings. Of course any building can be reverted to its original form given sufficient funds or inclination, but that properly raises questions relating to how genuine a building it is, if substantially reconstructed, or even replaced in entirety with a facsimile building, and the merit of doing so.
- 8.31 This said, the presentation of the facades of 47 and 48 are considered to remain characteristic of red brick Victorian architecture of the period, and reasonably capable of being preserved as such, given that the relatively modern single storey extension to 48 could be removed and the building made good; nor is the frontage of 46 Park Place considered to detract from the experience of the conservation area; and the wall enclosing the curtilage of that building does have a worn and familiar character reflective of the age of the majority of buildings on the western side of the road.
- 8.32 Overall however the conclusions of the Heritage consultants are agreed with in respect that the buildings have seen significant adaptation, and if a development of sufficient quality were proposed in their place, that they can no

longer be said to make such a positive contribution to the character of the area, that their demolition cannot be ruled out.

- 8.33 Planning Committee should also be aware that this would appear to have been the conclusion reached in respect of the proposed demolition of the buildings in 1999, when Conservation Area Consent for their removal was previously granted.
- 8.34 Opponents of the demolitions, and the new building, would no doubt suggest that this should be viewed in the context of the previously approved development on the site, which although evidently considered satisfactory at the time, may, like the student union building, may not be viewed in the same manner if considered today.
- 8.35 As such, given that the duty placed on the Local Planning Authority is to have special regard to the desirability of preserving the character and appearance of the area, (as opposed to the preservation of building fabric, as is the case with a Listed Building), the potential for the existing buildings to be demolished should properly account for the merit of the replacement building and for the potential of its design to retain a currency in the future.

THE MERIT OF THE PROPOSED NEW BUILDING

Context

- 8.36 The design concept and building detail is described at length in the submitted design and access statement but can be summarised as a proposal to extend the geographical confines of the area of grand individual set pieces of Civic Architecture, on the western side of Park Place to the eastern side and to continue their aesthetic of principally pale coloured stone and concrete, in an area previously characterised by more domestically scaled brick and stone buildings..
- 8.37 The proposed building does not attempt to mimic or replicate any of the existing buildings in the immediate area in terms of layout scale or massing. Rather taking a classical idiom and interpreting it to take the best elements of modern technology and construction to provide a wholly unique building blending both the classical and the modern.
- 8.38 The site as amassed is unique in its linearity, and the proposed building exploits that to its advantage. The proposed building will unashamedly be far longer and taller than any of the other buildings in the immediate vicinity. There are no other buildings in the immediate area which have such a long unbroken frontage or which would have the continuous height proposed by the CSL.
- 8.39 As such the building is presented as an architectural entity in its own right. The building would be some 140m long and would present a frontage of approximately 127m to Park Place in the form of a continuous colonnade of slimline columns tracing the slow arc of the existing highway. The building would be some 21.6m high from footway to roofline, (and would include for a

further 6m of roof structures set back toward the railway line/student union boundary, but these for the greater part, would not be seen from the conservation area.

- 8.40 Visually the height of the building would be broken with a terrace line at its second floor level at a height of approximately 13.5m which would correspond to some 4/7 th of its height as a classical proportion which would be provided as a glass balustrade enclosure forward of a visually slimline floor construction. This also allows for a visual change in the column presentation of the upper floors of the building if necessary.
- 8.41 In context the building would screen the current Student Union building which has a roof height of some 19m, and appear above the nearest adjacent buildings being the University Gymnasium to the North, and the 45 Park Place to the South, both having roof heights of approximately 13.5m tall, but would be separated from those buildings by a generous distance of approximately 12m to give emphasis to its presence as one of the most important elements of the new University 'Campus'.
- 8.42 The roof line of the Main University building is approximated at some 15.00m tall at a distance of around 20m at its closest point. However the principal elevation of the main building is some 90 metres distant, and considered to offset any potential competition between the two structures. Whilst the pale coloured nature of the materials used in their construction unites them.
- 8.43 It is undoubtedly the Architect's intent that the building is designed to have a commanding presence in the street scene and through modern construction, to reflect the finish of the Portland Stone used on the classical architecture opposite, in respect of the choice of a sympathetic white concrete aesthetic.
- 8.44 This is evidently a change to the characteristic use of dressed brick, stone and render currently existing to the eastern side of the road, but is not a discordant material within the area generally.

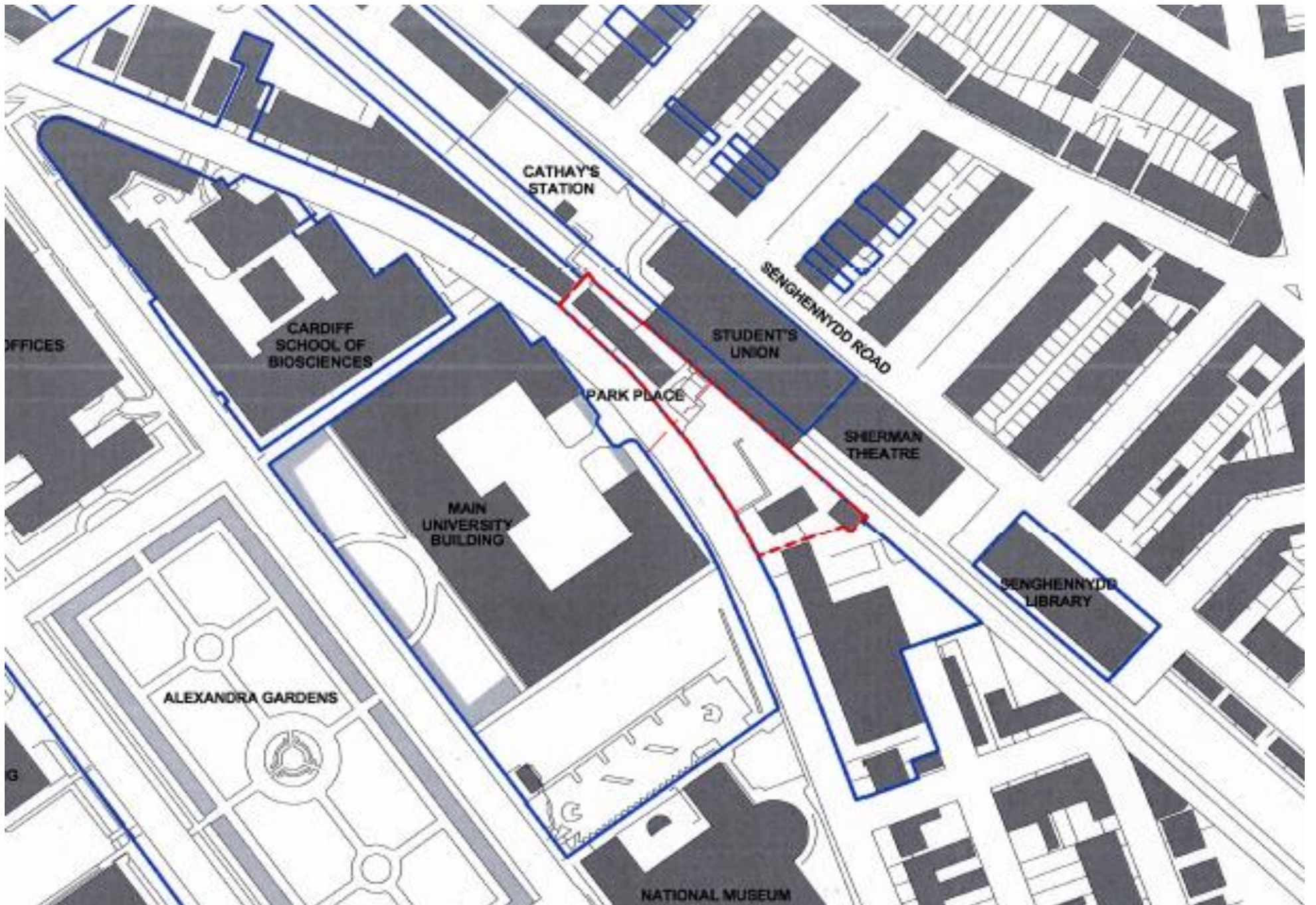
Scale and Massing

- 8.45 The building is therefore much taller than its immediately adjacent neighbours (some 8m between roof lines in respect of the Villas, and Gym with addition height of roof structures from longer views) but would be set apart from those buildings by a reasonable separation to ensure for space about the building and to mitigate against any overbearing juxtaposition. It is noted that against the backcloth of the University towers to the Junction of Colum Road and Park Place, that even at 5 storey height it would by no means be the tallest building in the conservation area.
- 8.46 Positively, the scale of the building would ensure that it would obscure the current student union building, and would remove its current staircase to Park Place which is considered to improve the current street scene.

- 8.47 The linear frontage of the building is also proposed to be a design strength, allowing for the manifestation of a colonnade which will gently curve to follow the boundary of the site with the adjoining footway, behind which the presentation of the building is broken into three principal sections of glass curtain walling to the south, masonry staircase to the central mid-section of the building (corresponding with the entrance position of the driveway to University Main building); and further panelled and glazed concession offers to the north.
- 8.48 Amended plans indicate that the length of the building has been modestly reduced to accommodate a more generous approach to the Cathays railway station and to facilitate a rear service access with less potential for conflict between service vehicles, pedestrians (whether students or rail users), and car and delivery vehicles accessing the rear of properties on Park Place. This is considered beneficial in respect of increasing the distance between the new building which is higher than the adjacent University Gym and thereby lessening the visual disparity between them, whilst allowing airspace about the new building which allows it to settle more comfortably within the available plot. To the south, the ground floor double height curtain glazed presentation of the building is set well back in an attempt to reconcile the building line of 45 Park Place, which is a three storey building. This is welcomed and will reduce the visual impact of the return of the building as appreciated from street level.

9. **RECOMMENDATION**

- 9.1 It is concluded therefore that this is one of a very rare number of instances where the character and appearance of the wider conservation area is better preserved, and enhanced, by the replacement of the three Victorian buildings with an appropriate and sensitive contemporary architectural structure.
- 9.2 The removal of the Victorian buildings for the purposes of the construction of the Centre for Student will both Preserve and Enhance the Character and Appearance of the Cathays Park Conservation Area, whilst securing significant public and economic benefit for the city, and that it is therefore appropriate to Grant Conservation Area Consent for their demolition.





Student Union

46 Park Place

48/47 Park Place

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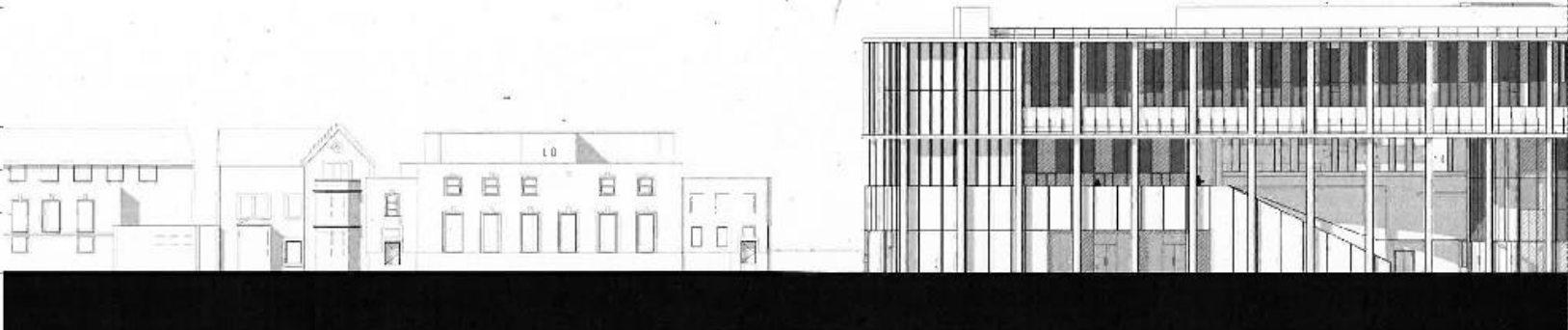
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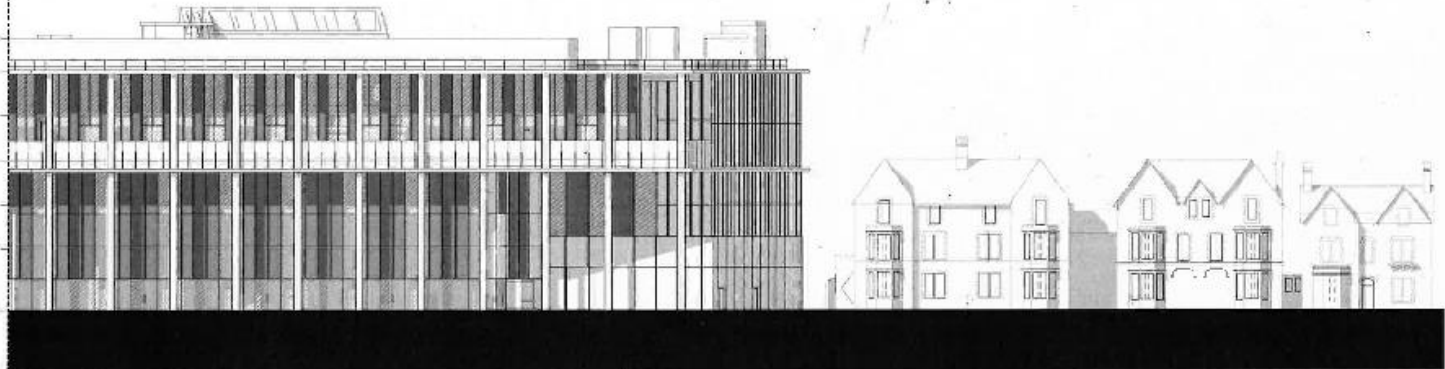
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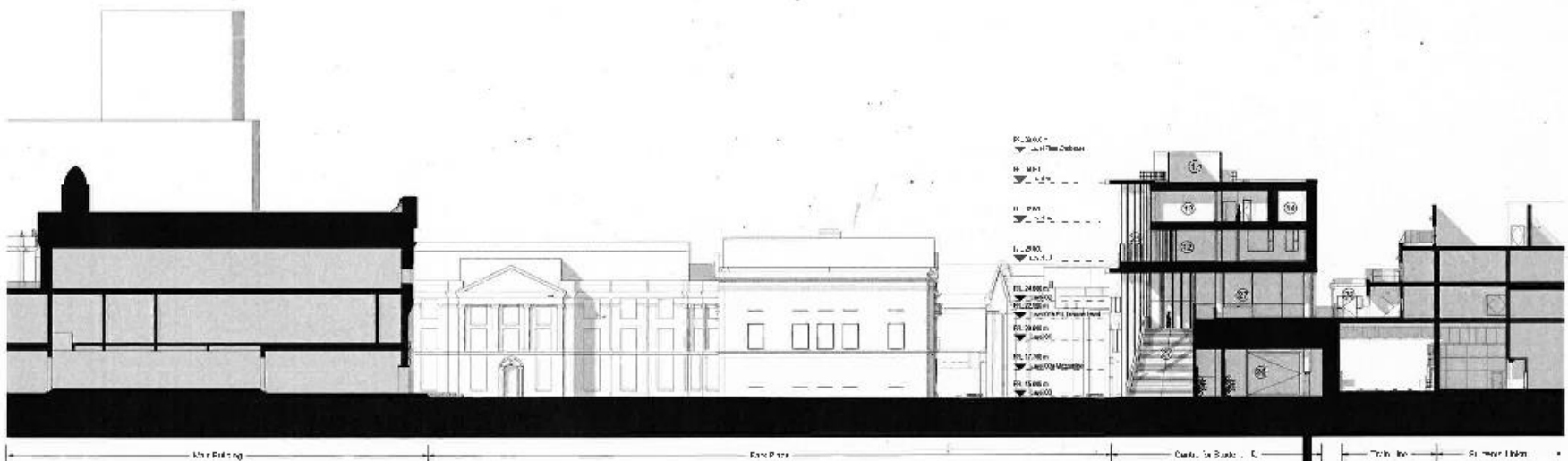
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LOCAL MEMBER OBJECTION

COMMITTEE DATE: 14/12/2016

APPLICATION No. **16/02038/MNR** APPLICATION DATE: 29/09/2016

ED: **PENYLAN**

APP: TYPE: Full Planning Permission

APPLICANT: Mr Boltman

LOCATION: 2 WESTVILLE WALK, ROATH, CARDIFF, CF23 5DD

PROPOSAL: DEMOLITION OF BUNGALOW AND REPLACEMENT WITH 2 STOREY HOUSE WITH NEW OFF-ROAD PARKING

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the following conditions :

1. C01 Statutory Time Limit
2. The development shall be carried out in accordance with the following approved plans:
 - 119-A(P)-03 – Proposed Site
 - 119-A(P)-04 – Ground Floor
 - 119-A(P)-05 – First Floor
 - 119-A(P)-06 – Proposed Elevations
 - 1631 – 002/Rev.B – Hard and Soft Landscape Plan

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. The first floor windows within the side (west facing) elevation of the dwelling hereby approved shall be obscurely glazed and non-opening below a height of 1.7m from internal floor level and so retained.
Reason: To protect the privacy of occupiers of neighbouring properties in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.
4. 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 the sooner.

Any retained or planted trees or plants 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) otherwise defective, shall be replaced in the planting season

following their death with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the appearance of the area and maintain green infrastructure in the interests of visual amenity in accordance with Policies KP5, KP15, KP17, EN8 and EN9 of the Cardiff Local Development Plan 2006-2026.

5. The materials to be used in the external finish of the dwelling hereby approved shall accord with the schedule of materials detailed at Page 12. of the Design and Access Statement, dated 18th August 2016.
Reason: To ensure a high quality development in the interest of the visual amenity of the area in accordance with Policies KP5, KP17 and EN9 of the Cardiff Local Development Plan 2006-2026.
6. The finish of materials to be used in the closing of the existing garage door opening shall match those used in the existing means of enclosure fronting Westville Walk.
Reason: To ensure a high quality development in the interest of the visual amenity of the area in accordance with Policies KP5, KP17 and EN9 of the Cardiff Local Development Plan 2006-2026.
7. Prior to the installation of any gate/door to the existing means of enclosure fronting Westville Walk details of the design, materials and means of opening (which should not obstruct the highway) should be approved by the Local Planning Authority. Thereafter the development should be undertaken in accordance with the approved details.
Reason: In the interests of the character of the area and highway safety in accordance with Policy KP5, KP17, EN9 & T5 of the Cardiff Local Development Plan 2006-2026.

RECOMMENDATION 2: In the light of the low risk that bats may be present in the buildings to be demolished, the following precautionary mitigation measures are recommended to the applicant:

- Demolition works should be timed to avoid bats' maternity and hibernation seasons, so demolition in September/October or March/April is advisable;
- Site operatives should be advised to be aware that bats may be present;
- If bats are found during these works, they should stop immediately and Natural Resources Wales contacted for advice – to continue otherwise may result in a criminal offence;
- Features such as soffits, barge-boards, fascias etc, and any other features which bats may use to roost or to access a roost should be 'soft-stripped' in order to reduce the risk of harm to bats;
- A bat-licenced ecologist should be on call in case bats are found during demolition;
- Enhancement measures for bats, such as bat bricks, bat tiles or providing bat access to roof void may be incorporated into the new building;

- If works do not take place within one year of the most recent bat survey, the bat survey should be repeated as bats may colonise the building in this time.

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

1. DESCRIPTION OF THE SITE

- 1.1 The application site is sited on the periphery of the Roath Mill Gardens Conservation Area and bounds the Roath Park Conservation Area.
- 1.2 The site extends to approximately 550m² and fronts Westville Walk, a street of predominately pre-first world war and Edwardian terraced housing, to the west of the site lies Roath Brook Gardens, to the east terraced properties on Pen Y Lan Road and to the rear the Roath Brook.
- 1.3 A 1950's bungalow sits relatively centrally within the site. The bungalow is a single storey in height with pebble dashed walls, concrete tile roof and uPVC fenestration. The house does not reflect the period, detailing or style of properties within the Conservation Area and is considered to be of little architectural merit.
- 1.4 The site is enclosed to the front and side by high stone and brick walls, which are more characteristic of the Conservation Area setting, and which substantially mitigate the impact of the dwelling which stands behind. The rear boundary separating the site from the Roath Brook is enclosed by vegetation.
- 1.5 The site lies within an area at risk from flooding, as identified by data published by Natural Resources Wales.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1 Planning permission is sought for the demolition of the existing bungalow and its replacement with a two storey dwelling.
- 2.2 The proposal is of a contemporary design rather than a pastiche of surrounding properties within the surrounding Conservation Area and will be finished with a flat roof. High quality materials will be utilised incorporating a mix of real stone cladding, dark grey coloured cladding panels, aluminium windows and canopies with large expanses of glass.

- 2.3 The proposed building will extend to a maximum height of 8m and have a footprint extending to 125m² in comparison to the existing 117m². The front of the building will be a minimum of 3m from the boundary with Westville Walk, the existing bungalow in comparison stands 6m from this boundary, and lie behind an existing 2.4m means of enclosure. The side (west) elevation will stand almost 2m from the boundary and a significant distance is retained between the rear and side (east) boundaries.
- 2.4 Alterations are proposed to the existing means of enclosure to the front boundary. Consisting of the creation of a double width vehicular access opening, serving two off street car parking spaces, enclosed by a roller shutter door, the replacement of existing gates with contemporary designed metal gates, and the closing of the existing garage opening in materials to match the existing means of enclosure and a new dark grey colour pedestrian door.
- 2.5 A detailed landscaping plan has been submitted with the proposals in addition to an Arbicultural Report. The proposals are also supported by an ecological assessment relating to bats and a flood consequences assessment.

3. PLANNING HISTORY

- 3.1 There is no pertinent planning history relating to the application site.

4. POLICY FRAMEWORK

4.1 National Planning Policy

- Planning Policy Wales (8th Ed, 2015)
- Technical Advice Note 5: Nature, Conservation and Planning (September 2009)
- Technical Advice Note 12: Design (July 2014)
- Technical Advice Note 15: Development & Flood Risk (July 2004)

4.2 Cardiff Local Development Plan 2006-2026

- Policy KP3(B) (Settlement Boundaries)
- Policy KP5 (Good Quality and Sustainable Design)
- Policy KP15 (Climate Change)
- Policy KP16 (Green Infrastructure)
- Policy KP17 (Built Heritage)
- Policy EN7 (Priority Habitats and Species)
- Policy EN8 (Trees Woodlands and Hedgerows)
- Policy EN9 (Conservation of the Historic Environment)
- Policy EN11 (Protection of Water Resources)
- Policy EN13 (Air, Noise, Light Pollution and Land Contamination)
- Policy EN14 (Flood Risk)
- Policy T5 (Managing Transport Impacts)
- Policy W2 (Provision for Waste Management Facilities in Development)

4.3 Supplementary Planning Guidance

- Roath Mill Gardens Conservation Area Appraisal (2008)

- Access, Circulation & Parking Standards (January 2010)
- Biodiversity (June 2011)
- Infill Sites Design Guide (April 2011)
- Trees & Development (March 2007)
- Waste Collection & Storage Facilities (March 2007)

NB. The SPGs were approved as supplementary guidance to the City of Cardiff Local Plan (1996). Although the City of Cardiff Local Plan (1996) has recently been superseded by the Cardiff Local Development Plan (2016), the advice contained within the SPGs is pertinent to the assessment of the proposal and remains consistent with the aims of both LDP Policies KP5/T5/EN8/EN13/W2 and guidance in Planning Policy Wales and are afforded significant weight

5. INTERNAL CONSULTEE RESPONSES

- 5.1 The Operational Manager (Shared Regulatory Services) has been consulted, no representations have been received.
- 5.2 The Operational Manager (Traffic and Transportation) raises no objections to the proposal, subject to the proposed access doors not opening over the highway. .
- 5.3 The Operational Manager (Waste Management) raises no objections to the proposal.
- 5.4 The Councils Ecologist raises no objection to the proposal, subject to recommendations.
- 5.5 The Councils Planner (Trees) raises no objection to the proposal subject to conditions.
- 5.6 Local Ward Members, Cllrs Boyle and Kelloway, object to the proposal on the basis that it does not preserve or enhance the character of the Conservation Area and would have an overbearing impact upon neighbouring properties.

6. EXTERNAL CONSULTEE RESPONSES

- 6.1 Natural Resources Wales raise no objection to the proposal, advice in respect of flood risk management has been provided.

7. REPRESENTATIONS

- 7.1 The application was advertised by way of neighbour consultation letters, site and press notice.
- 7.2 Nine letters of representation, seven from neighbouring occupiers and 2 from members of the public that would not be directly affected by the development, have been received objecting to the proposal. A summary of the grounds for objection are detailed below:

- The proposal in terms of its design, materials, height, scale and mass is a dominant feature that is out of character with the Conservation Area;
- The proposed alterations to the existing means of enclosure would be detrimental to the character of the area;
- The proposal would dominate the outlook of neighbouring properties and views from the public domain;
- The proposal would have an overbearing impact upon neighbouring properties causing loss of light and overshadowing;
- The proposal would be detrimental to the privacy of neighbouring occupiers;
- The proposal would result in the loss of off street parking exacerbating existing parking problems within the area;
- The loss of trees would impact upon the character of the area, privacy of neighbouring occupiers and nesting birds;
- The proposed demolition and construction would create noise, dust and vibration;
- The construction phase would be of detriment to the privacy of neighbouring occupiers;
- Reference to the 'Right to light' by provision of the Prescriptions Act 1832.

8. ANALYSIS

8.1 The application was presented to Planning Committee on the 9th November 2016 where Members resolved to defer determination of the application to enable Committee to carry out a site visit. The site visit took place on 7th December 2016.

8.2 Introduction

8.2.1 The application site lies within the defined settlement boundary and within an existing residential area, therefore, the principal of the development is considered acceptable and to accord with Policy KP3(B) of the Cardiff Local Development Plan.

8.2.2 The principal matters for consideration are:

- the effect of the proposal upon the character and appearance of the Conservation Area;
- the effect of the proposal upon the amenity of neighbouring occupiers;
- its transport impact;
- consequences of flooding;
- landscaping;
- its ecological impact.

8.3 Impact Upon the Character of the Conservation Area

8.3.1 The existing bungalow on the application site is set behind a brick and stone wall of approximately 2.4m in height. As such, only the roof and gable ends of

the bungalow are evident along Westville Walk and Westville Road. Longer range views of the gable end and roof of the bungalow are visible from Roath Brook and Sandringham Road further afield in the conservation area. The existing bungalow is not therefore prominently located from publicly accessible areas within the Roath Mill Gardens Conservation area and sits quietly within its plot. As such, it is not considered that the bungalow positively contributes to the character or appearance of the conservation area.

8.3.2 The existing bungalow, a later 20th century addition to the area, is of a contrasting architecture and finish to the predominant building form in the area. This, coupled with its relatively screened setting, ensures that the building contributes little to the areas character and appearance. As such, the principle of the demolition of the existing bungalow and its replacement with an appropriate replacement would be considered acceptable.

8.3.3 With regard to the replacement dwelling proposed, the Roath Mill Gardens Conservation Area Appraisal states that;

'Whether a traditional or contemporary design approach is adopted, the success of new developments and extensions to existing buildings in the Conservation Area will require an understanding of its special interest. New development and extensions to existing buildings will be required to preserve or enhance the character and appearance of the Conservation Area by;

- *Respecting the distinctive quality of place, which will involve the continuity of the existing urban grain and existing vertical and horizontal rhythms in the built form.*
- *Retaining important views and vistas in and out of the Conservation Area.*
- *Respecting the existing land uses.*
- *Reinforcing the existing hierarchies of public and private space.*

'Using materials and architectural details which are as high in quality as those used in existing buildings' (p.19 - 20)

8.3.4 Full details of the replacement dwelling proposed have been provided. The replacement dwelling, while being of a greater scale, represents a high quality, bespoke piece of architecture. While it would therefore be more prominent within the conservation area, it is unashamedly of a different architectural approach and finish. This approach, coupled with the high quality complimentary finishing materials proposed, is consequently favoured over a poor pastiche of the traditional style of buildings found in the area.

8.3.5 Consistent with the existing bungalow, the proposed dwelling would be set back from Westville Walk well behind the 2.4m wall. This coupled with the flat roof approach would ensure that the proposed building would recede within the site thereby not trying to compete with the surrounding built form.

8.3.6 The proposed alterations to the existing means of enclosure are to be undertaken in high quality materials which complement the design of the

building and conservation area.

8.3.7 The replacement dwelling proposed would subsequently be considered to preserve the character of the area and is considered acceptable in accordance with Policies KP5, KP17 and EN9 of the LDP and advice contained within the Infill Sites SPG.

8.4 Amenity of Neighbouring Occupiers

8.4.1 Policy KP5 of LDP seeks to ensure that 'no undue effect on the amenity of neighbouring occupiers' results from development. Section 4.0 of the Infill sites SPG provides guidance regarding the relationship of new development with neighbouring properties in respect of residential amenity and privacy. Para 4.9 & 4.11 of the guidance states:

- *a minimum of 21m should be maintained between principal windows to habitable rooms;*
- *the minimum overlooking distance from a habitable room window to garden area of a separate dwelling should be 10.5m;*
- to safeguard the amenity of existing residents, proposals must not result in unacceptable harm regarding the level of overbearing, overshadowing or overlooking of neighbouring properties.

8.4.2 The front elevation of the proposed dwelling predominately faces the side boundary/rear garden and partially the side elevation of the neighbouring property, 1 Harrismith Road, and is set at a distance in excess of 10.5m from that property. It is considered that a two storey building set such a distance from the boundary of this property would have no overbearing impact or cause overshadowing particularly given the orientation of the site in respect to the neighbouring property. A distance of 10.5m is considered adequate to ensure that no loss of privacy would result to the rear amenity space of the neighbouring property and there are no windows directly opposite windows proposed in the new dwelling within the neighbouring property.

8.4.3 The side (west) elevation of the proposed dwelling, at two stories in height, faces the rear of properties at 88 & 90 Pen Y Lan Road and is set at a distance in excess of 10.5m and from the rear elevations of those properties and a minimum of 4.5m from the rear boundaries of those properties. It is considered that a two storey building set at such distances would not have an overbearing impact upon neighbouring occupiers or generally impact upon the enjoyment of their home and garden. These properties stand due west of the application site and, therefore, there is potential for overshadowing, however, a sun path survey has been submitted to support the application which details that whilst some overshadowing will occur this would be to the rearmost part of the gardens of the neighbouring properties and for only short durations, therefore, it is not considered that the proposal would result in overshadowing of such detriment that the refusal of planning permission could be justified. Two windows are proposed within the side elevation of the dwelling, however, whilst these have potential to overlook neighbouring properties they serve non-habitable bathrooms and a condition is recommended controlling the means of glazing

and opening in order to protect neighbouring privacy.

8.4.4 The rear elevation of the proposed dwelling is set in excess of 15m from the boundary and 25m of windows of neighbouring properties across Roath Brook on Sandringham Road. Accordingly given these distances, and for the previously detailed reasons at 8.3.2 and 8.3.3, it is not considered that there would be any adverse impact upon the residential amenity or privacy of these neighbouring occupiers. The rear boundary of the proposed property stands between approximately 9m and 10.5m from the rear boundaries of properties on Sandringham Road it is not considered that such a relationship would unduly affect the privacy of neighbouring occupiers as standard height means of enclosure would restrict views and, notwithstanding the considerable amount of vegetation proposed for removal, proposed planting would also mitigate any impact.

8.4.5 The proposal is, therefore, considered acceptable in regards to its impact upon the amenity of neighbouring occupiers in accordance with Policy KP5 of the LDP and guidance within the Infill Sites SPG.

8.5 Transport Impact

8.5.1 Policy T5 seeks to ensure *that all new developments properly address the demand for travel and its impacts, contributes to reducing reliance on the private car and avoids unacceptable harm to safe and efficient operation of the road, public transport and other movement network and routes.*

8.5.2 The parking standards for all residential development, contained within the Access, Circulation and Parking Standards SPG, requires that a minimum of 1 and maximum of 3 car parking spaces are provided for a 4 bedroom C3 Dwellinghouse.

8.5.3 The proposal makes adequate provision for the parking of cars and includes a cycle store, located within the existing garage, which will encourage the use of other modes of transport other than the private car.

8.5.4 The proposed car parking spaces would not represent a significant change to the existing parking arrangement, within the existing garage, however, the increased width of the opening of the access, compared to the garage opening, and the relocation of the access away from the nearby junction would likely have a positive impact in highway safety terms.

8.5.5 Accordingly it is considered that the proposal accords with the principles of Policy T5 and guidance within the Access Circulation and Parking SPG.

8.6 Landscaping

8.6.1 Cardiff has a distinctive natural heritage which provides a network of green infrastructure and Policy KP15 seeks to ensure this infrastructure is protected, enhanced and managed.

- 8.6.2 A comprehensive landscaping proposal has been submitted with the proposal and the Councils Planner (Trees) has been consulted. After discussions with the Arboriculturist employed in respect of the proposal a scheme that is considered to enhance natural heritage, compliments the areas conservation status and mitigates the loss of existing trees has been submitted.
- 8.6.3 Accordingly it is considered that the proposal accords with the principles of Policies KP5, KP15, KP17, EN8 and EN9.

8.7 Consequences of Flooding

- 8.7.1 The application site is located within an area of floodplain without significant flood defence structure (C2). TAN 15 indicates in such areas only less vulnerable development should be permitted, however, para 6.1 acknowledges that much existing urban development is located within such areas and some flexibility is, therefore, required subject to a justification test.
- 8.7.2 A flood consequences assessment has been submitted detailing that the requirements of the justification test are met, that the development would have no wider impact in terms of flood consequence and mitigation measures are proposed for the benefit of future occupiers.
- 8.7.3 It is not considered that the proposal would have a detrimental impact in this regard and would accord with the principles of TAN 15, Policy EN14 and KP15.

8.8 Ecological Impact

- 8.8.1 Biodiversity conservation and enhancement is an integral part of planning for sustainable development (TAN5) and Policy EN14 details *that development proposals that would have significant adverse effect on the continued viability of habitats which are legally protected or which are identified as priorities will only be acceptable in certain circumstances.*
- 8.8.2 The Councils Ecologist and NRW were consulted in respect of the application. Concerns were raised solely in respect of the potential for roosting bats within the existing building to be demolished.
- 8.8.3 Accordingly an initial bat survey was requested and subsequently provided which indicated the potential for roosting bats within the existing building was limited.
- 8.8.4 It is not, therefore, considered that there would be any harm to protected species as a result of the proposal which, therefore, accords with the principles of TAN 5 and Policy EN7. Further controls, however, in this regard exist and an advisory note relating to such matters is recommended.

8.9 Additional Matters

- 8.9.1 Proposed development should be of sustainable design which, as stated within Policy KP15, mitigates the effects of climate change. The design of the proposal

incorporates the reuse of an existing brownfield site, including the reuse of materials where possible. The use of sustainable drainage techniques, passive solar gain, measures to prevent solar overheating and a high thermal performance secured through the use of high levels of insulation, airtight construction and efficient heating system. The design of the proposed dwelling has, therefore, been undertaken to ensure that carbon emissions are minimised and to promote energy efficiency, the resulting building would have a significantly reduced carbon footprint in comparison to the existing 1950's dwelling. Accordingly it is considered the proposal accords with the principles of Policies KP5 and KP15.

8.9.2 The proposed development lies within close proximity to the Roath Brook watercourse. Policy EN11 details that *development will not be permitted that would cause unacceptable harm to the* quality of water resources and that planning controls should be utilised to prevent the location of incompatible uses and development. It is not considered that the proposed development would constitute an incompatible use adjacent to the water resource and given a residential use already exists at the application site that any harm would result. It is, therefore, considered that the proposed development accords with Policy EN11.

8.9.3 All new development is required, where appropriate, to provide facilities for the storage, recycling and other management of Waste as stated in Policy W2. Sufficient space is provided within the curtilage of the dwellinghouse for the required number of refuse containers and a dedicated undercover storage area has been identified upon the plans. It is, therefore, considered that the development accords with Policy W2 and advice contained within the Waste Storage and Collection SPG.

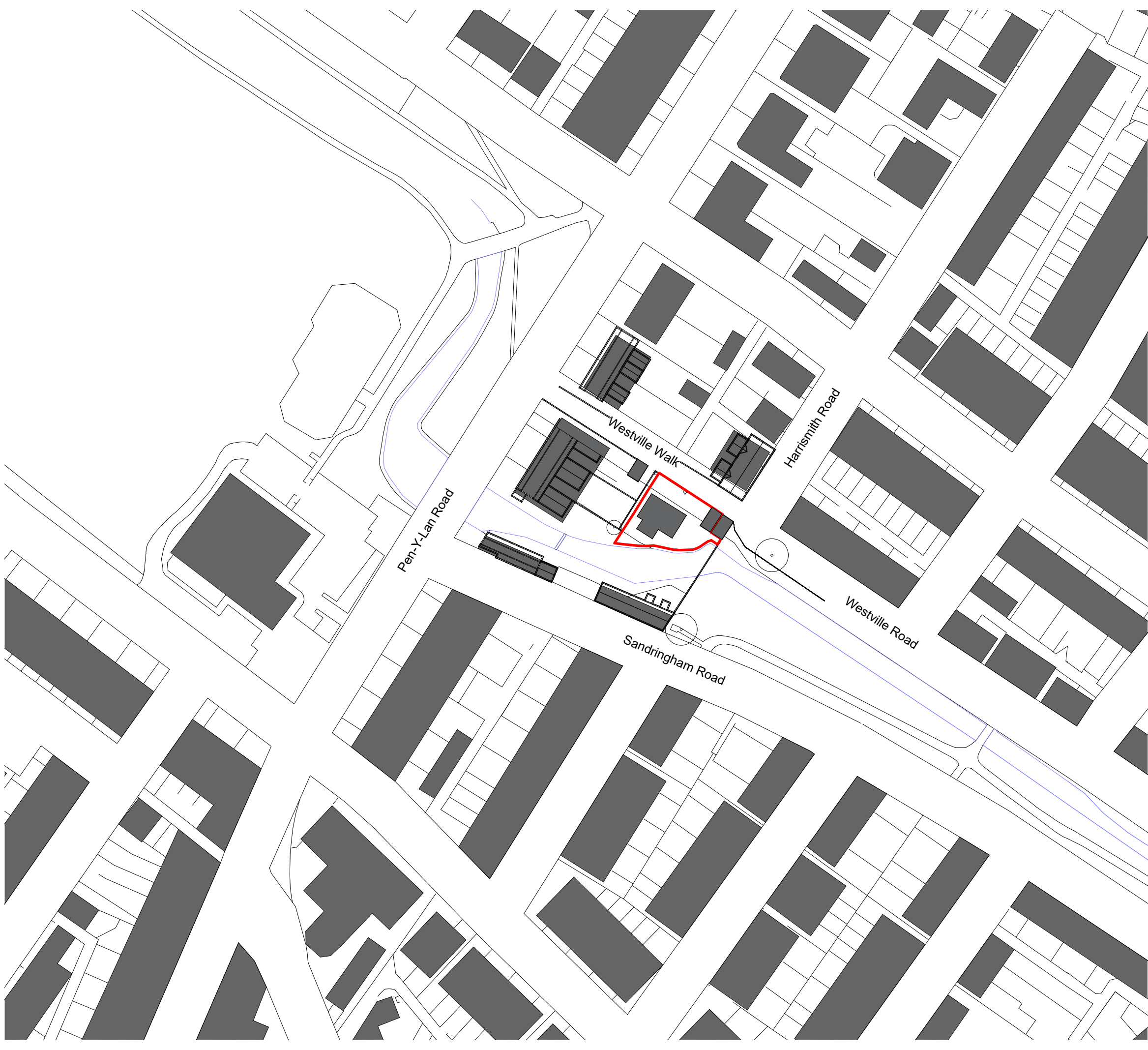
8.9.4 The demolition of the existing building is controlled by a separate application for Conservation Area Consent and such matters are considered therein. Hours of operation of construction sites and noise nuisance emanating as a result of development are controlled by separate legislation. It is not, therefore, considered that the proposed development, given its scale, would have any detrimental impact that would justify control in planning terms.

8.9.5 In regards to comments made by neighbours which are not covered previously, the following should be noted:

- With regards to the loss of privacy during the construction phase it is not considered that Planning Policy allows for control of such matters. The basis of policy in this regard is to ensure that resulting development does not permanently impact upon the privacy of neighbouring occupiers. It must be appreciated that some loss of amenity, including potential loss of privacy, may occur during temporary construction works;
- Consideration has been given to the impact of the proposed development in regard to reduction of daylight and overshadowing as detailed in sec. 8.3 of this report. However, the 'Right to Light' is not a material planning consideration and it is advised that legal advice be sought in this regard.

8.10 Conclusion

8.10.1 Having regard to the policy context above, the proposal is considered acceptable and it is recommended planning permission be granted subject to conditions.



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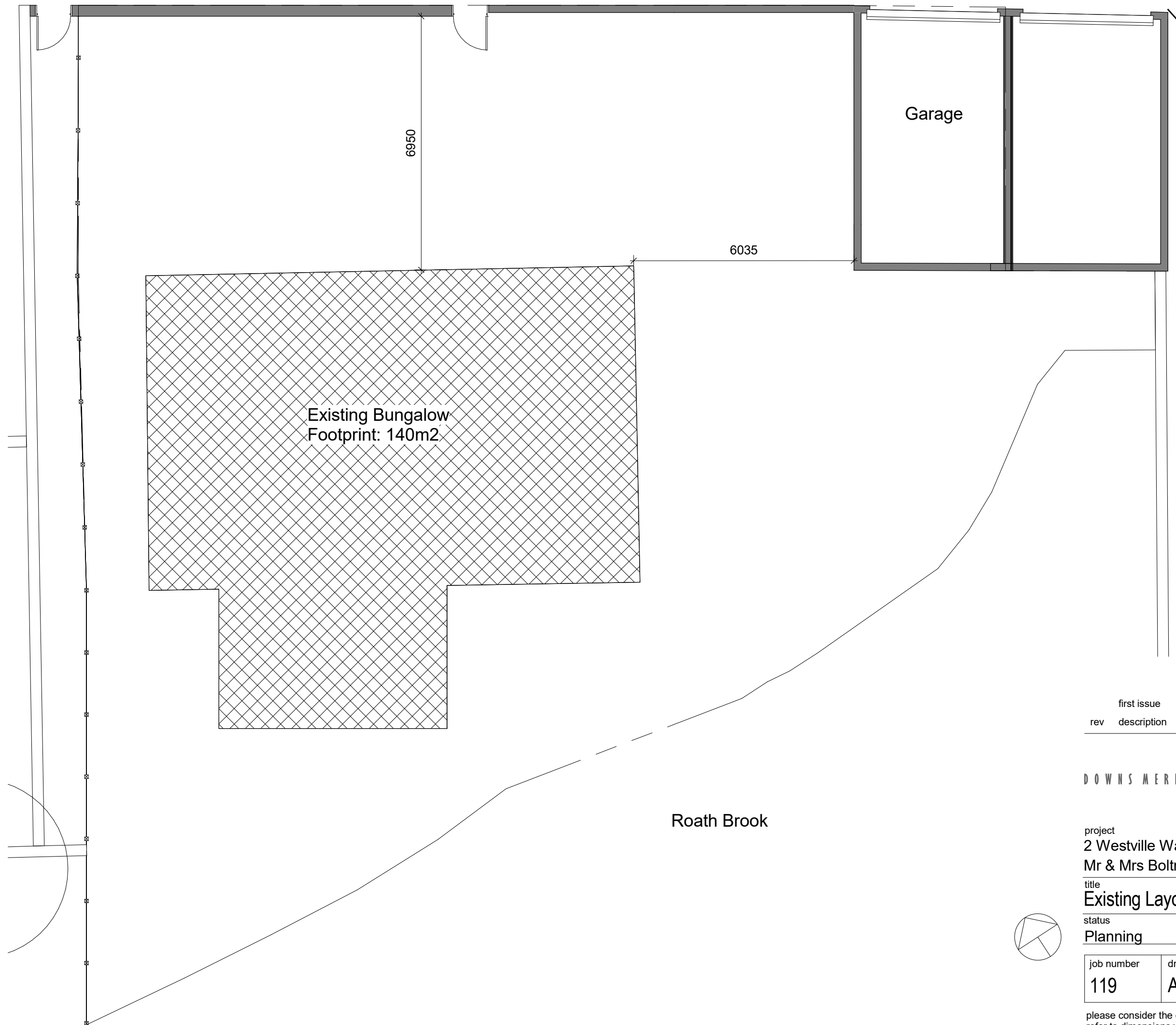
project
2 Westville Walk
Mr & Mrs Boltman

title
Location Plan

| status | scale @ A3 |
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| Planning | 1 : 1250 |

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| 119 | A(P)-01 | |

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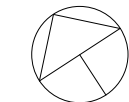
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project
2 Westville Walk
Mr & Mrs Boltman

title
Existing Layout

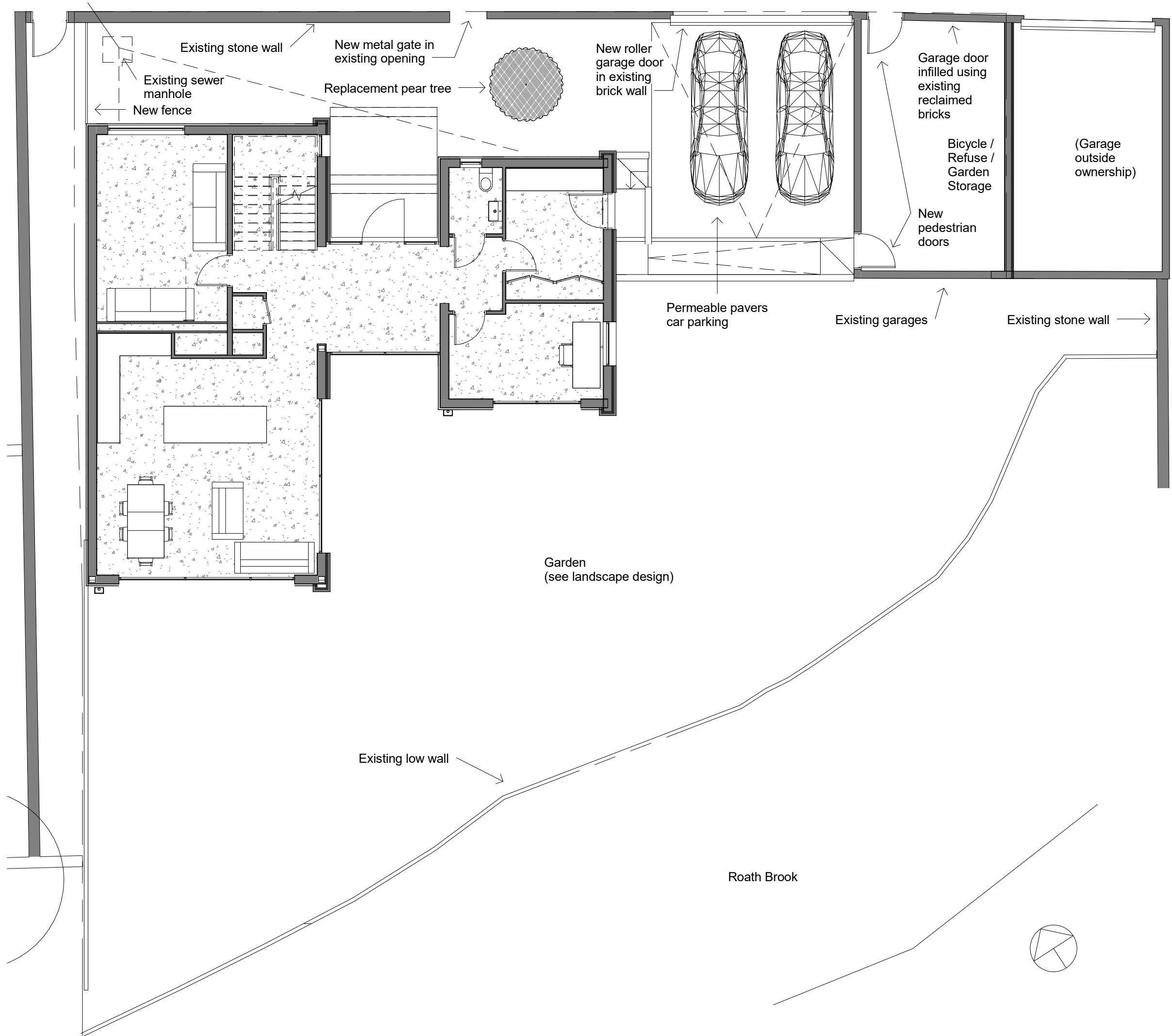
status
Planning

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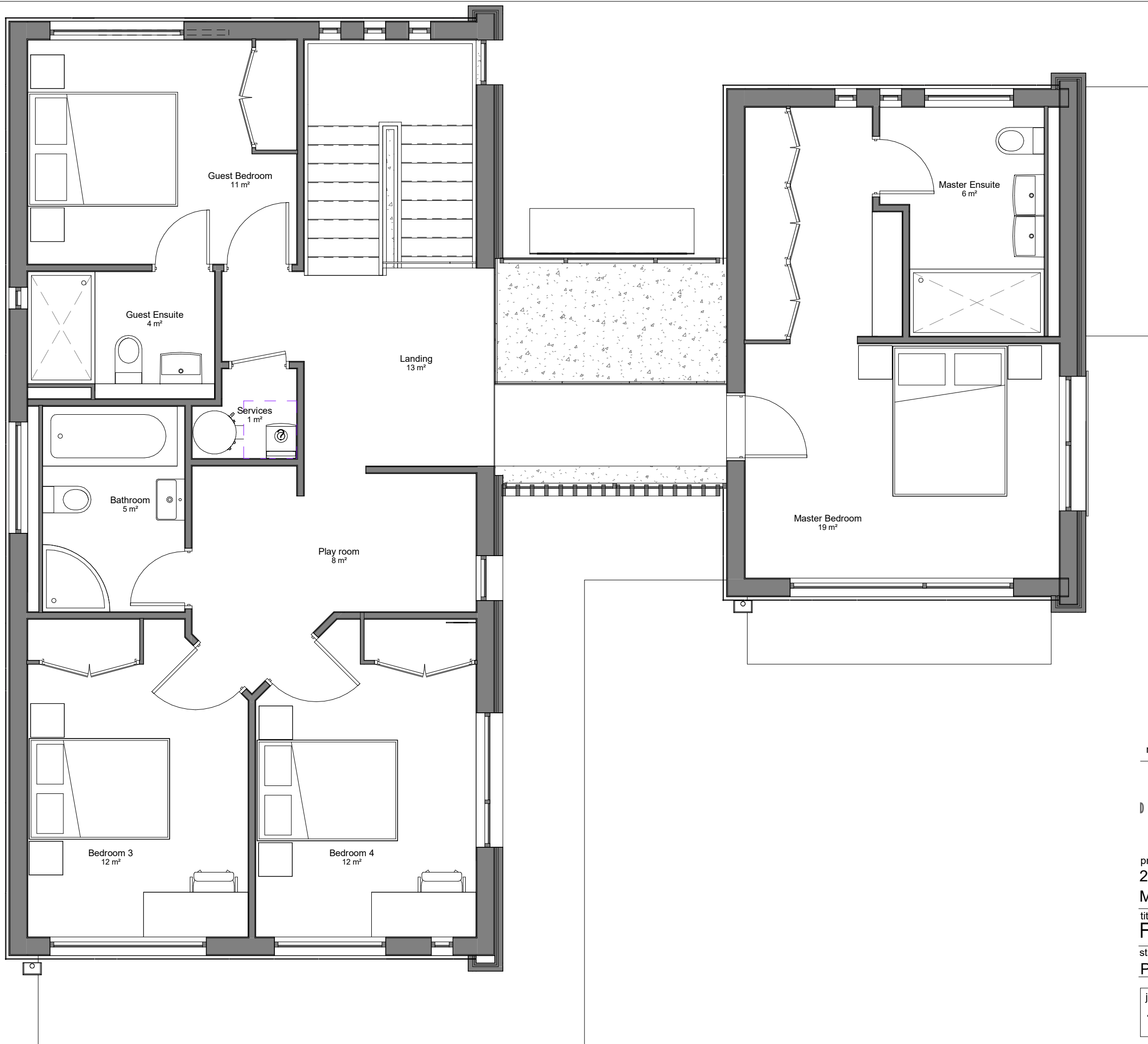
title
Proposed Site

status
Planning

scale @ A3
1 : 100

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project
2 Westville Walk
Mr & Mrs Boltman

title
First Floor

| status | scale @ A3 |
|----------|------------|
| Planning | 1:50 |

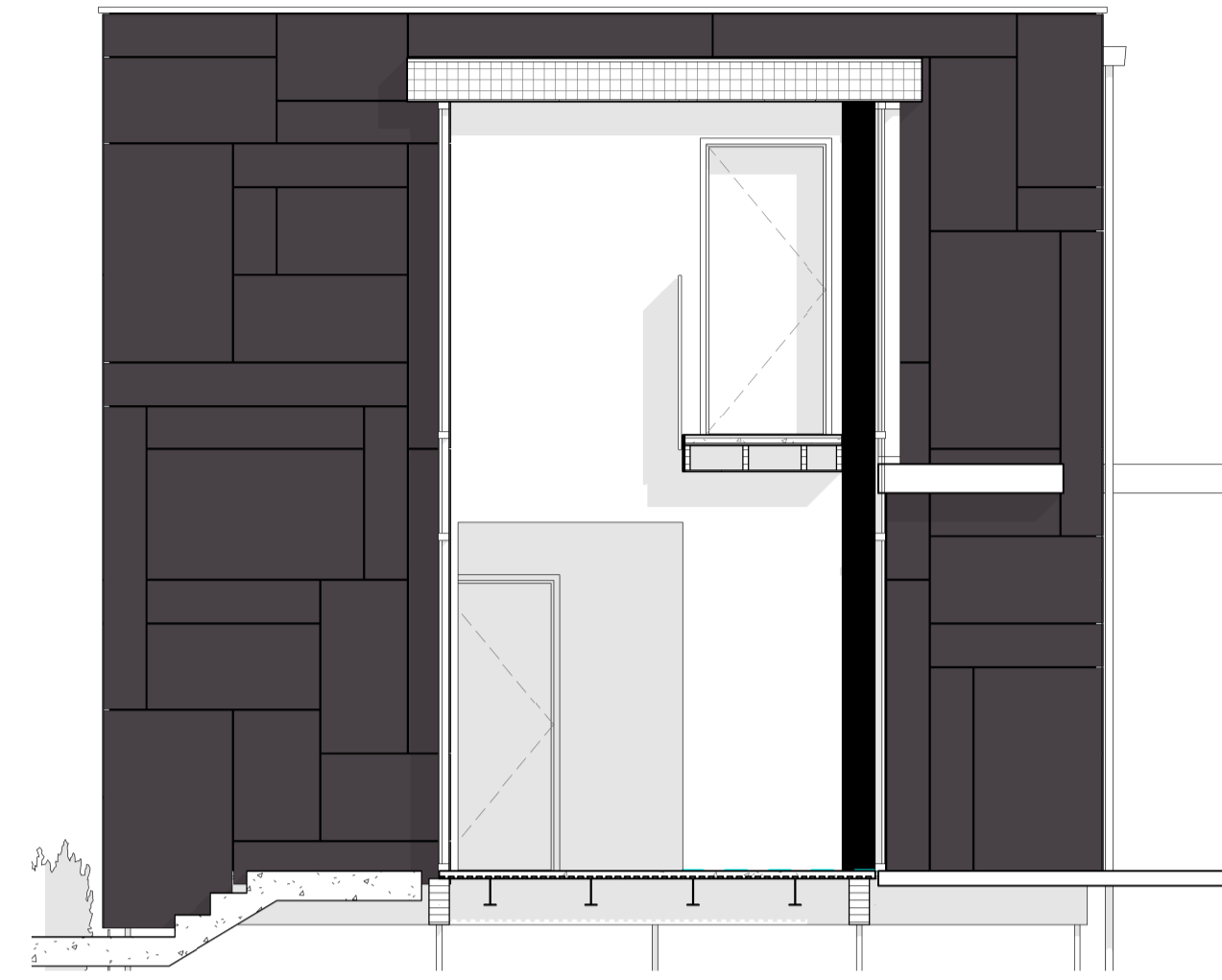
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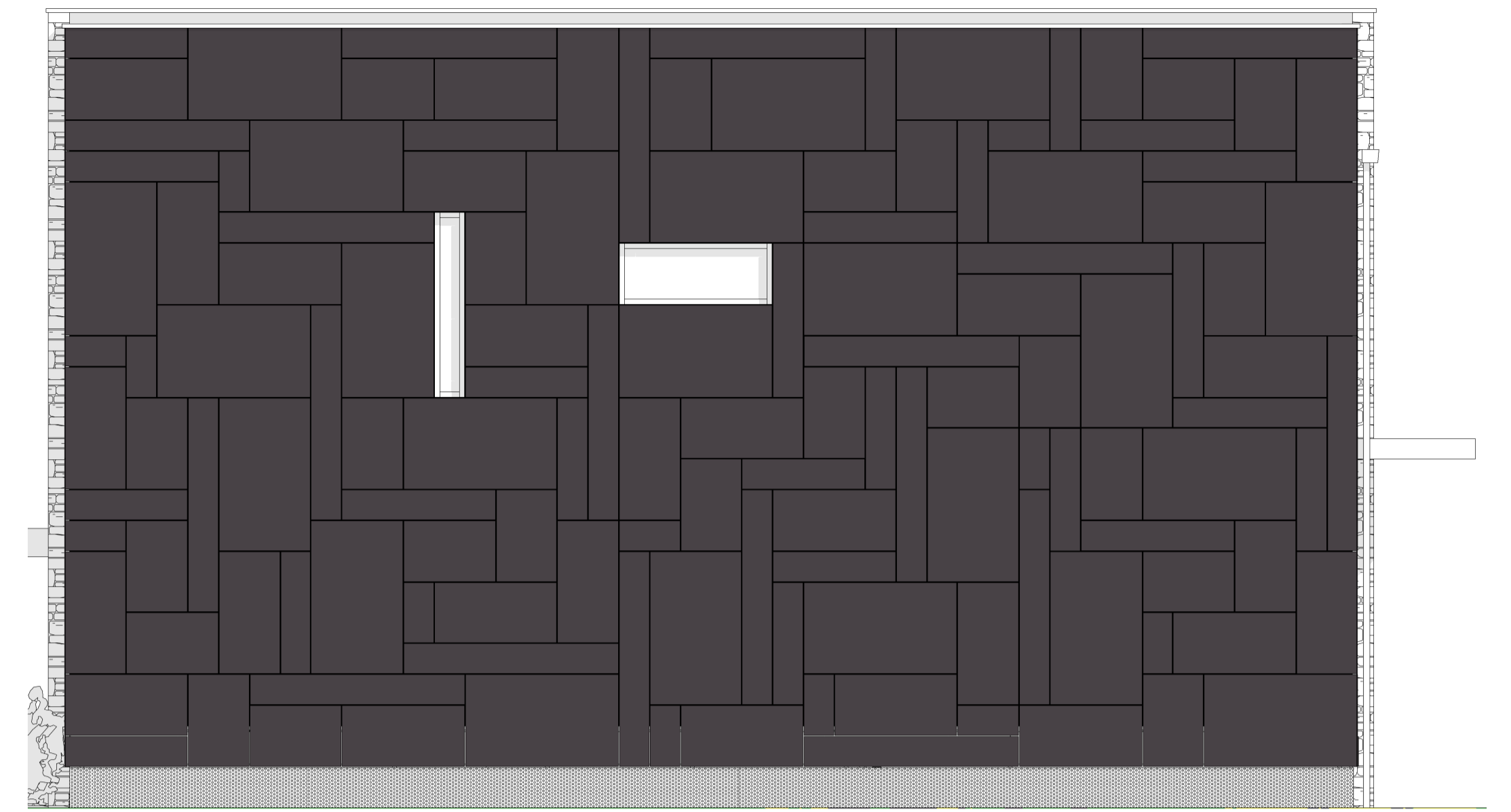


1 Front Elevation
1:50

Stone cladding
Wire mesh
Cladding board



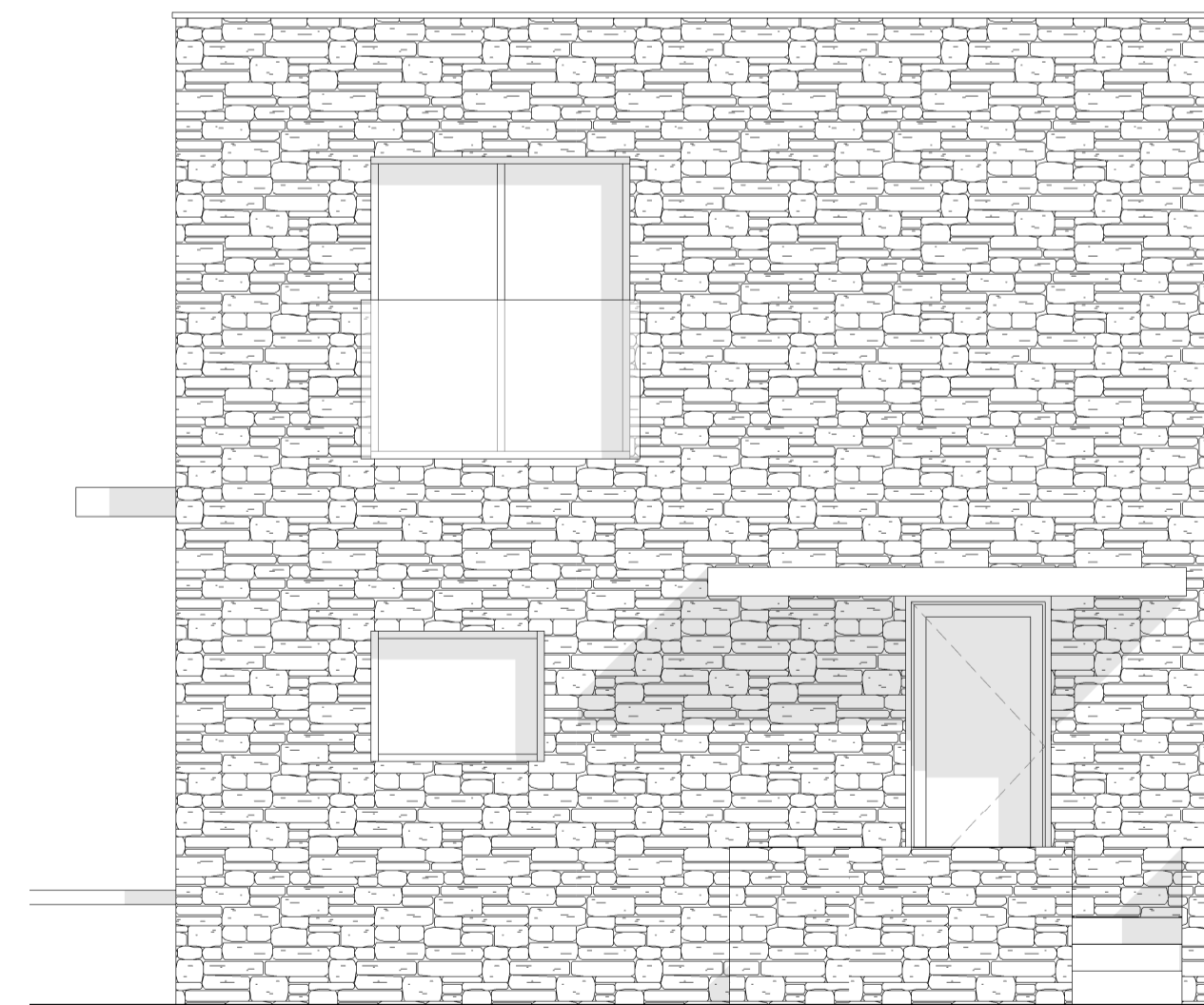
2 Right Elevation (inner)
1:50



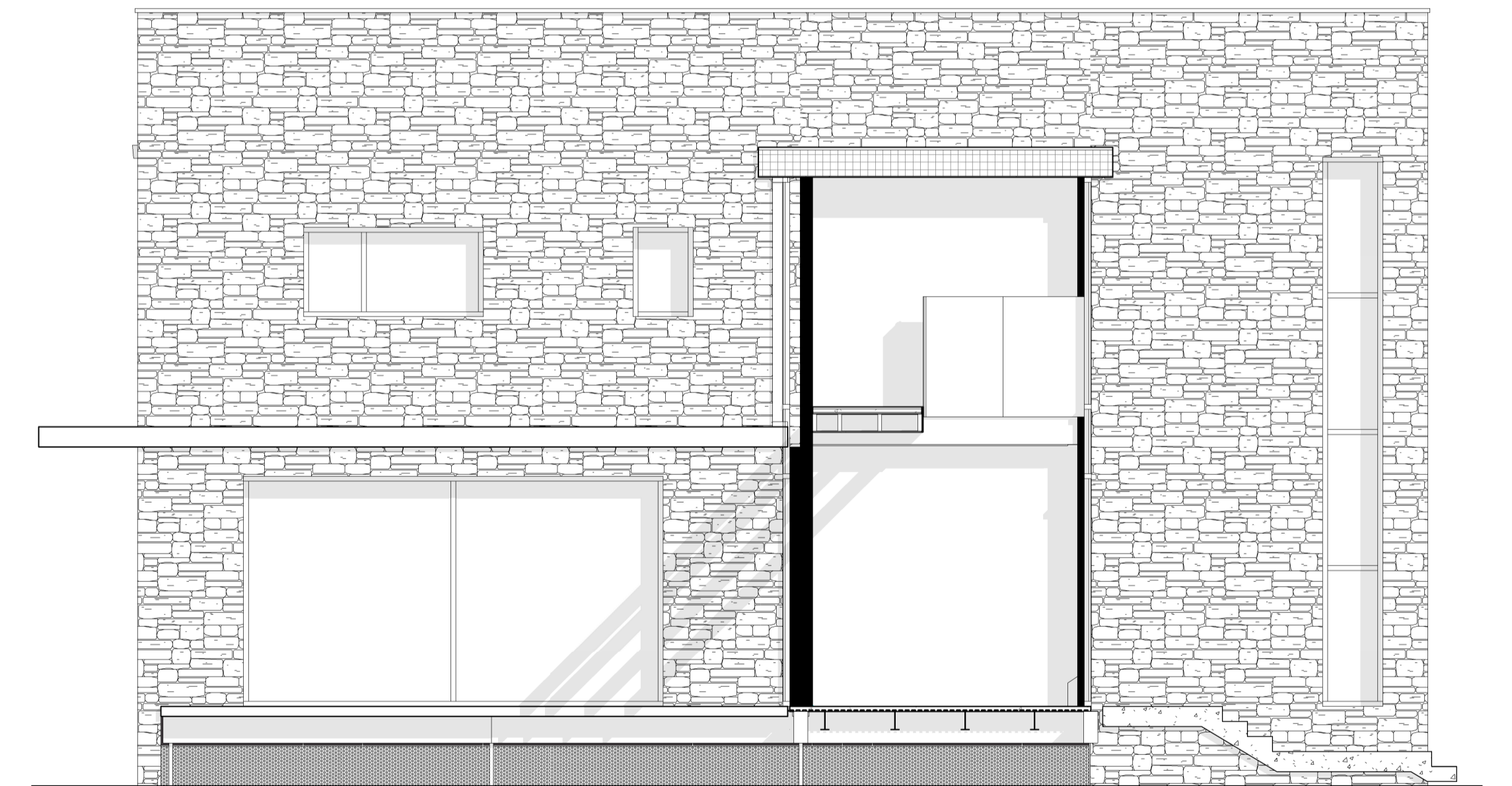
3 Right Elevation
1:50



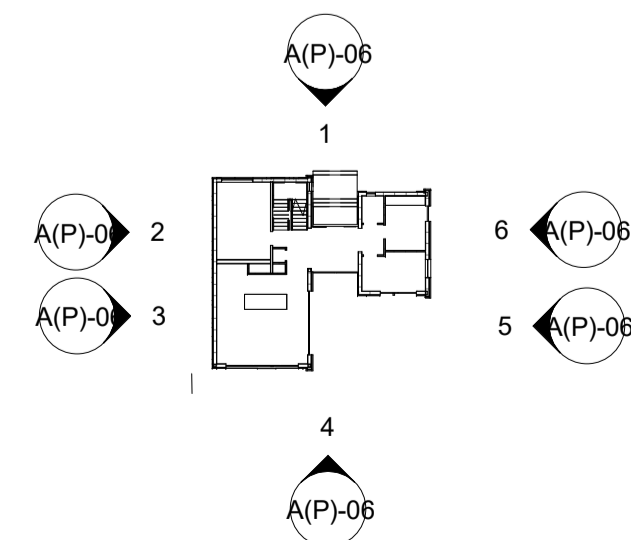
4 Rear Elevation
1:50



5 Left Elevation
1:50



6 Left Elevation (Inner)
1:50



7 Elevation Key
1:500

Materials
 Stone: Real Stone Cladding - Rustic Gneiss
 Cladding: Equitone Tectiva Mineral Black
 Windows: Composite ali-clad, RAL 7016
 Canopies: PPC Aluminium, RAL 7016

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| 1 | first issue | RB | 19/08/16 |

DOWNNS HERRIFIELD ARCHITECTS

project
2 Westville Walk

client
Mr & Mrs Boltman

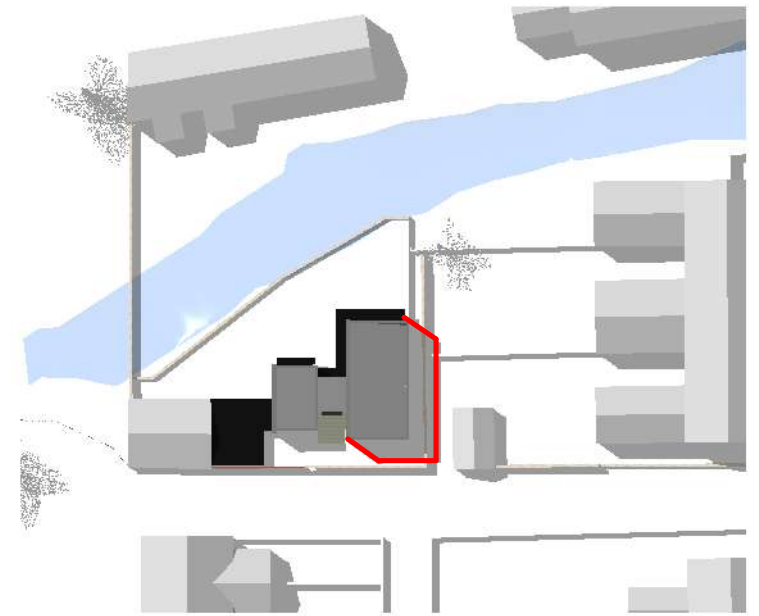
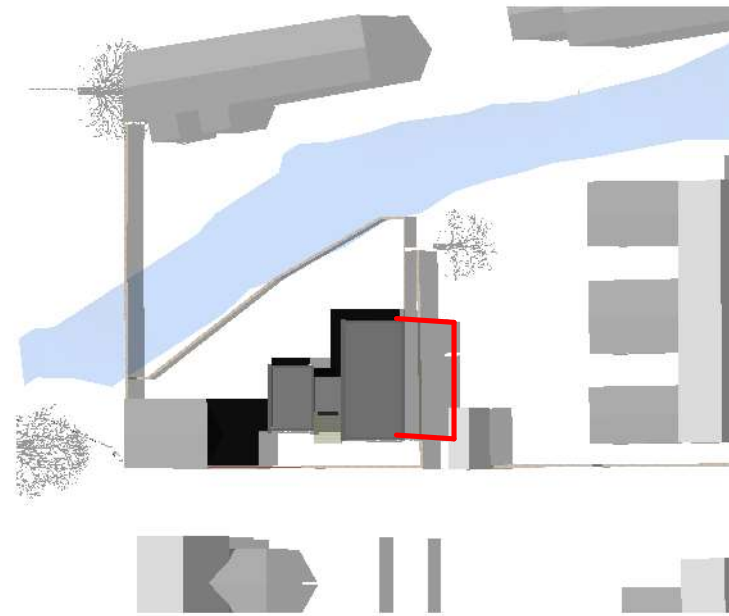
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Proposed Elevations

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Planning

scale @ A1
As indicated

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2 21st Mar / Oct @ 1000

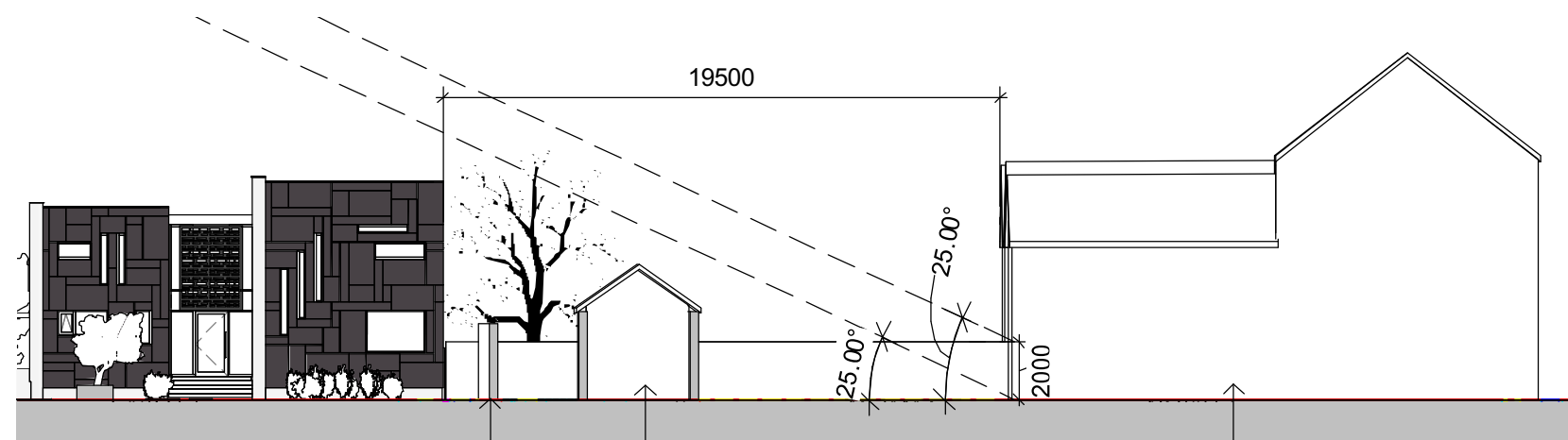
3 21st Mar / Oct @ 1300

4 21st June @ 1000

5 21st June @ 1130

The studies above show the extent of shadowing of the gardens of Pen-Y-Lan Road. They demonstrate that the shadow has left the gardens entirely by circa 1300 on the equinoxes, and circa 1130 on the summer solstice.

The analysis below shows the 25deg rule (Right to Light) as applied to the rear of the properties on Pen-Y-Lan Road.



1 Daylight Analysis
1 : 250

Existing stone wall

Existing coachhouse / garage

Properties facing Pen-y-Lan Road

| rev | description | by | date |
|-----|-------------|----|----------|
| | first issue | RB | 22/09/16 |

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t 02921 672672
www.downsmerrifield.com

project
2 Westville Walk
Mr & Mrs Boltman

title
Daylight - Shadow Study

status
Planning

scale @ A3
1 : 250

| job number | drawing number | rev |
|------------|----------------|-----|
| 119 | A(P)-07 | |

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LOCAL MEMBER OBJECTION

COMMITTEE DATE: 14/12/2016

APPLICATION No. **16/02039/MNR** APPLICATION DATE: 29/09/2016ED: **PENYLAN**

APP: TYPE: Conservation Area Consent

APPLICANT: Mr Boltman

LOCATION: 2 WESTVILLE WALK, ROATH, CARDIFF, CF23 5DD

PROPOSAL: DEMOLITION OF BUNGALOW AND REPLACEMENT WITH 2 STOREY HOUSE WITH NEW OFF-ROAD PARKING

RECOMMENDATION 1 : That, subject to the granting of planning application 15/02038/MNR, Conservation Area Consent be **GRANTED** subject to the following condition :

1. C05 Statutory Time Limit - Con Area Consent

RECOMMENDATION 2: In the light of the low risk that bats may be present in the buildings to be demolished, the following precautionary mitigation measures are recommended to the applicant:

- Demolition works should be timed to avoid bats' maternity and hibernation seasons, so demolition in September/October or March/April is advisable;
- Site operatives should be advised to be aware that bats may be present;
- If bats are found during these works, they should stop immediately and Natural Resources Wales contacted for advice – to continue otherwise may result in a criminal offence;
- Features such as soffits, barge-boards, fascias etc, and any other features which bats may use to roost or to access a roost should be 'soft-stripped' in order to reduce the risk of harm to bats;
- A bat-licenced ecologist should be on call in case bats are found during demolition;
- Enhancement measures for bats, such as bat bricks, bat tiles or providing bat access to roof void may be incorporated into the new building;
- If works do not take place within one year of the most recent bat survey, the bat survey should be repeated as bats may colonise the building in this time.

RECOMMENDATION 3 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential

property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

1. DESCRIPTION OF THE SITE

- 1.1 The application site is sited on the periphery of the Roath Mill Gardens Conservation Area and bounds the Roath Park Conservation Area.
- 1.2 The site extends to approximately 550m² and fronts Westville Walk, a street of predominately pre-first world war and Edwardian terraced housing, to the west of the site lies Roath Brook Gardens, to the east terraced properties on Pen Y Lan Road and to the rear the Roath Brook.
- 1.3 A 1950's bungalow sits relatively centrally within the site. The bungalow is a single storey in height with pebble dashed walls, concrete tile roof and uPVC fenestration. The house does not reflect the period, detailing or style of properties within the Conservation Area and is considered to be of little architectural merit.
- 1.4 The site is enclosed to the front and side by high stone and brick walls, which are more characteristic of the Conservation Area setting, and which substantially mitigate the impact of the dwelling which stands behind. The rear boundary separating the site from the Roath Brook is enclosed by vegetation.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1 Conservation Area Consent is sought for the demolition of the existing bungalow and its replacement with a two storey dwelling.
- 2.2 Conservation Area Consent is required for the substantial demolition of any unlisted building within a Conservation Area by virtue of Sec. 74 of The Planning (Listed Building and Conservation Areas) Act 1990.
- 2.3 The merits of the proposed replacement dwelling are considered in full in a separate application for planning permission.

3. PLANNING HISTORY

- 3.1 There is no pertinent planning history relating to the application site.

4. LEGISLATION & POLICY FRAMEWORK

- 4.1 Legislation
 - The Planning (Listed Building and Conservation Areas) Act 1990
- 4.2 National Planning Policy
 - Planning Policy Wales (8th Ed, 2015)

- Welsh Office Circular 61:96 & 1:98 Planning and the Historic Environment

4.3 Supplementary Planning Guidance

- Roath Mill Gardens Conservation Area Appraisal (2008)

5. INTERNAL CONSULTEE RESPONSES

- 5.1 The Operational Manager (Shared Regulatory Services) has been consulted, no representations have been received.
- 5.2 The Operational Manager (Traffic and Transportation) raises no objections to the proposal, subject to the proposed access doors not opening over the highway. .
- 5.3 The Operational Manager (Waste Management) raises no objections to the proposal.
- 5.4 The Councils Ecologist raises no objection to the proposal, subject to recommendations.
- 5.5 The Councils Planner (Trees) raises no objection to the proposal subject to conditions.

6. EXTERNAL CONSULTEE RESPONSES

- 6.1 None

7. REPRESENTATIONS

- 7.1 The application was advertised by way of neighbour consultation letters, site and press notice.
- 7.2 Nine letters of representation, seven from neighbouring occupiers and 2 from members of the public that would not be directly affected by the development, have been received objecting to the proposal. The principal of the objections relate to the redevelopment of the site through provision of a new dwelling. Concerns with regards to general nuisance, through noise and dust, have, however, been raised which are pertinent to this application.
- 7.3 Local Ward Members, Cllrs Boyle and Kelloway, have raised objections to the proposal so far as it relates to the application for planning permission, however, appear to raise no objections relevant to the application for conservation area consent.

8. ANALYSIS

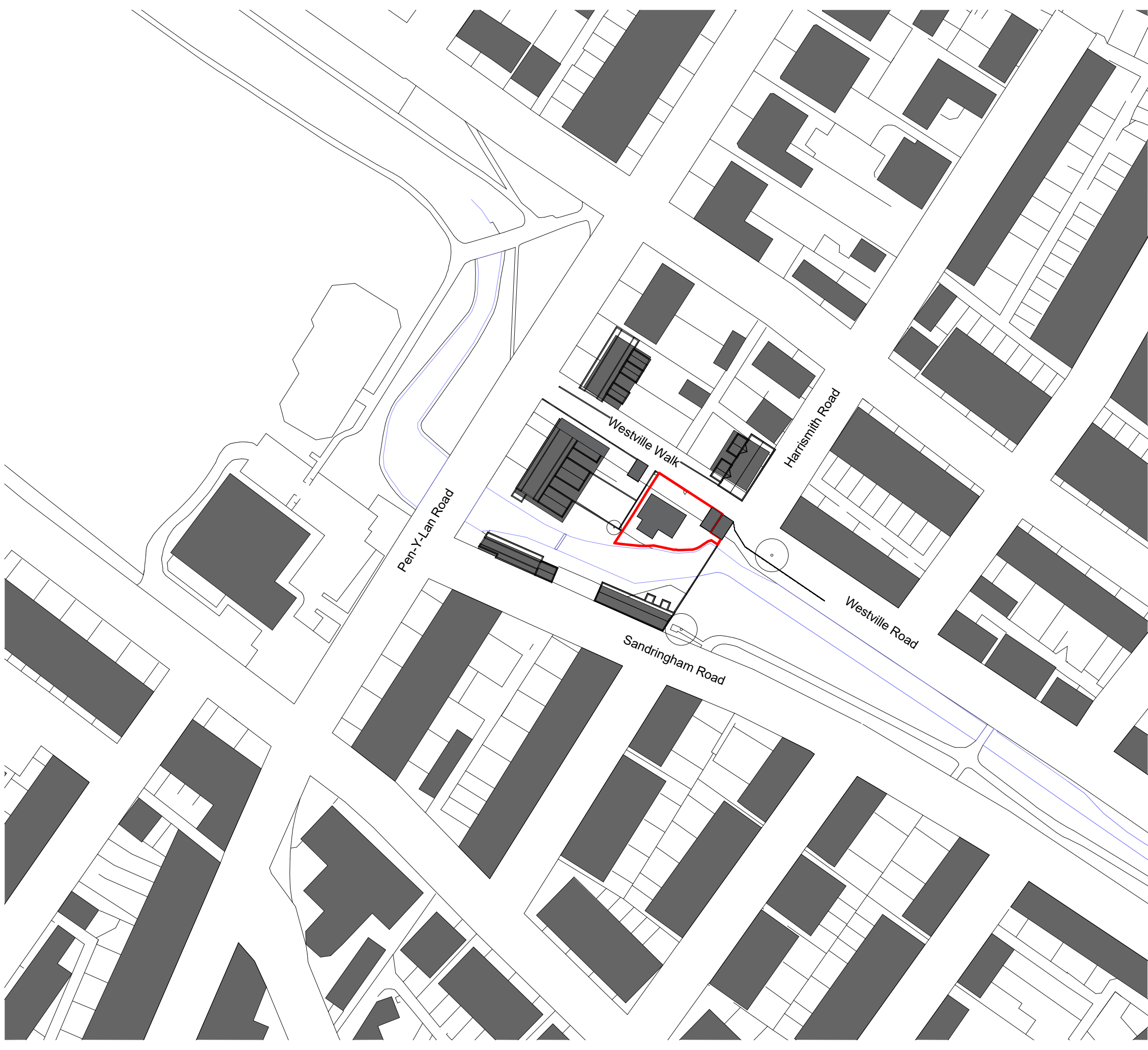
- 8.1 The application was presented to Planning Committee on the 9th November 2016 where Members resolved to defer determination of the application to enable Committee to carry out a site visit. The site visit took place on 7th

December 2016.

- 8.2 The Local Planning Authority are required by virtue of Sec. 72 of The Planning (Listed Buildings and Conservation) Areas Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area and that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish Listed Buildings.
- 8.3 The general criteria relevant to the consideration of all listed building consent applications relate to the importance of the building, its intrinsic architectural and historic interest and rarity; the particular physical features of the building; the building's setting and its contribution to the local scene; and the extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment.
- 8.4 In respect of the 'broad criteria' forming part of the assessment of the demolition of Listed Buildings mentioned above. Section 91 of Welsh Office Circular 61:96 confirms that the Secretary of State would not expect consent to be given for demolition simply because redevelopment is economically more attractive to the developer than repair and re-use of a historic building; and advises that the following should be taken into consideration:
 - (i) the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
 - (ii) the adequacy of efforts made to retain the building in use. (Including the offer of the unrestricted freehold of the building on the open market at a price reflecting the building's condition;
 - (iii) the merits of alternative proposals for the site.
- 8.5 It should, however, be noted despite the general and broad principles referenced that in the case of Conservation Areas special regard is to be had to the preservation of the character of the area as opposed to the preservation of building fabric, as is the case in relation to a Listed Building.
- 8.6 The Roath Mill Conservation Area is designated due to its historic and architectural merit and is defined by pre-first world war and Edwardian dwellings with significant architectural merit.
- 8.7 The existing bungalow, a later 20th century addition to the area, is of a contrasting architecture and finish to the predominant building form in the area. This, coupled with its relatively screened setting, ensures that the building contributes little to the areas character and appearance. As such, the principle of the demolition of the existing bungalow and its replacement with an appropriate replacement would be considered acceptable.
- 8.8 Full details of the replacement dwelling proposed have been provided. The replacement dwelling, while being of a greater scale, represents a high quality, bespoke piece of architecture. While it would therefore be more prominent

within the conservation area, it is unashamedly of a different architectural approach and finish. This approach, coupled with the high quality complimentary finishing materials proposed, is consequently favoured over a poor pastiche of the traditional style of buildings found in the area.

- 8.9 On the basis that that the existing building provides no intrinsic contribution to the Conservation Area and given the high architectural quality of the proposed replacement building it is considered that the proposal would result in an enhancement to the Conservation Area.
- 8.10 In situations where harm would be caused to the character and appearance to the Conservation Area if site redevelopment did not occur it may be necessary to impose conditions restricting demolition, by virtue Sec. 17(3) of the Act, that the building should not be demolished until such time as a contract for redevelopment of the site and/or planning permission has been granted. However, in this case due to the screening provided to the site such a condition is not considered necessary in this instance.
- 8.11 The Local Planning Authority may also control demolition so far as it relates to the method of demolition and site restoration. In respect of the latter a detailed scheme of redevelopment is proposed and the comments at para. 8.9 are pertinent. With regards to the former a demolition management plan has been submitted detailing how the building will be demolished and proposing measures to suppress dust and avoid noise nuisance, including proposed working hours. Given the scale of the site and proposed development the proposed details are considered adequate. It should also be noted that working hours, noise and dust nuisance can be controlled by separate legislation.
- 8.12 It is recommended that Conservation Area Consent be granted for demolition of the building.



| | | |
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| first issue | RB | 19/08/16 |
| rev | description | by date |

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project
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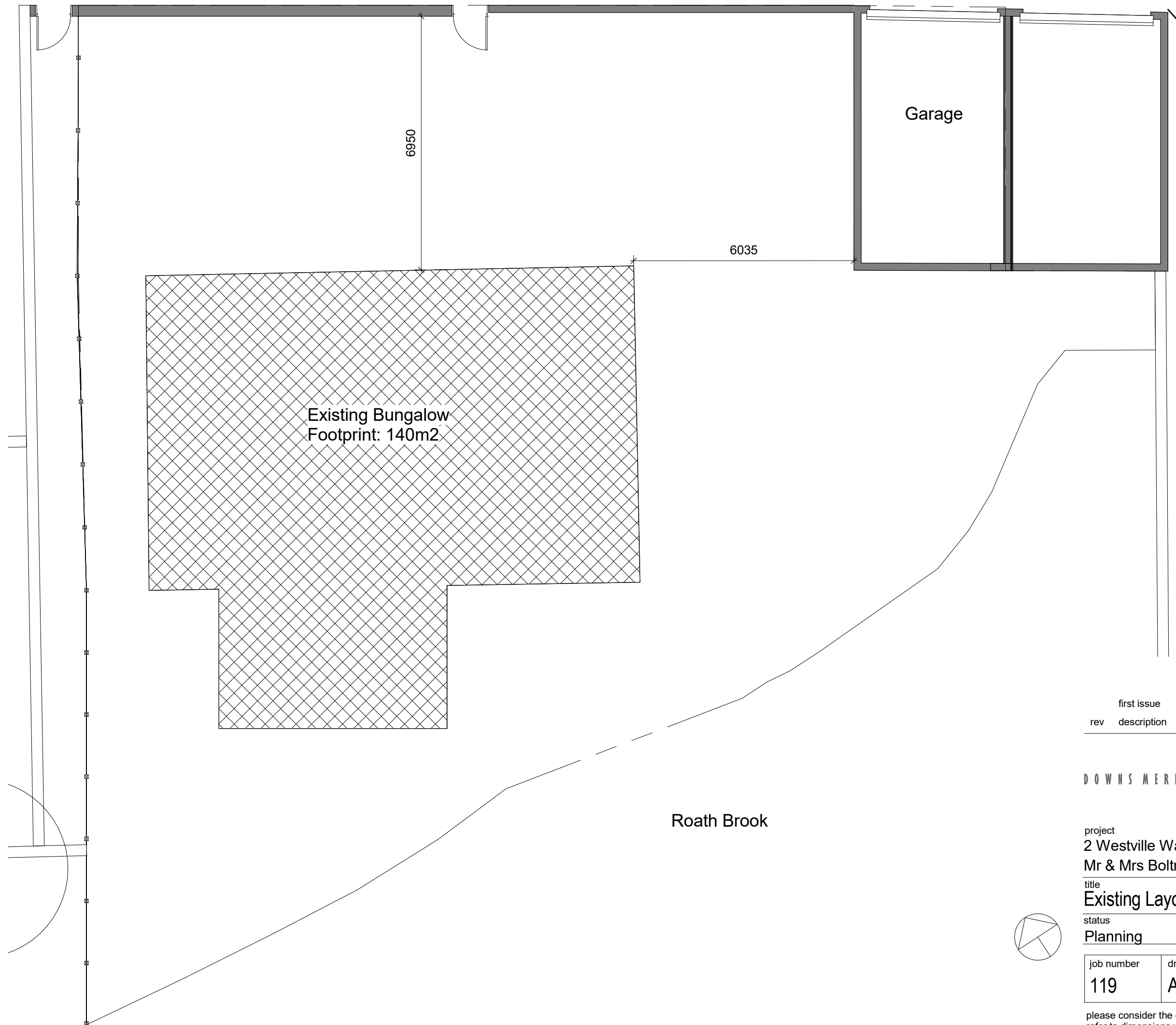
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Location Plan

status
Planning

scale @ A3
1 : 1250

| | | |
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| job number | drawing number | rev |
| 119 | A(P)-01 | |

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| | first issue | RB | 19/08/16 |

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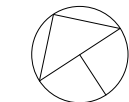
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title
Existing Layout

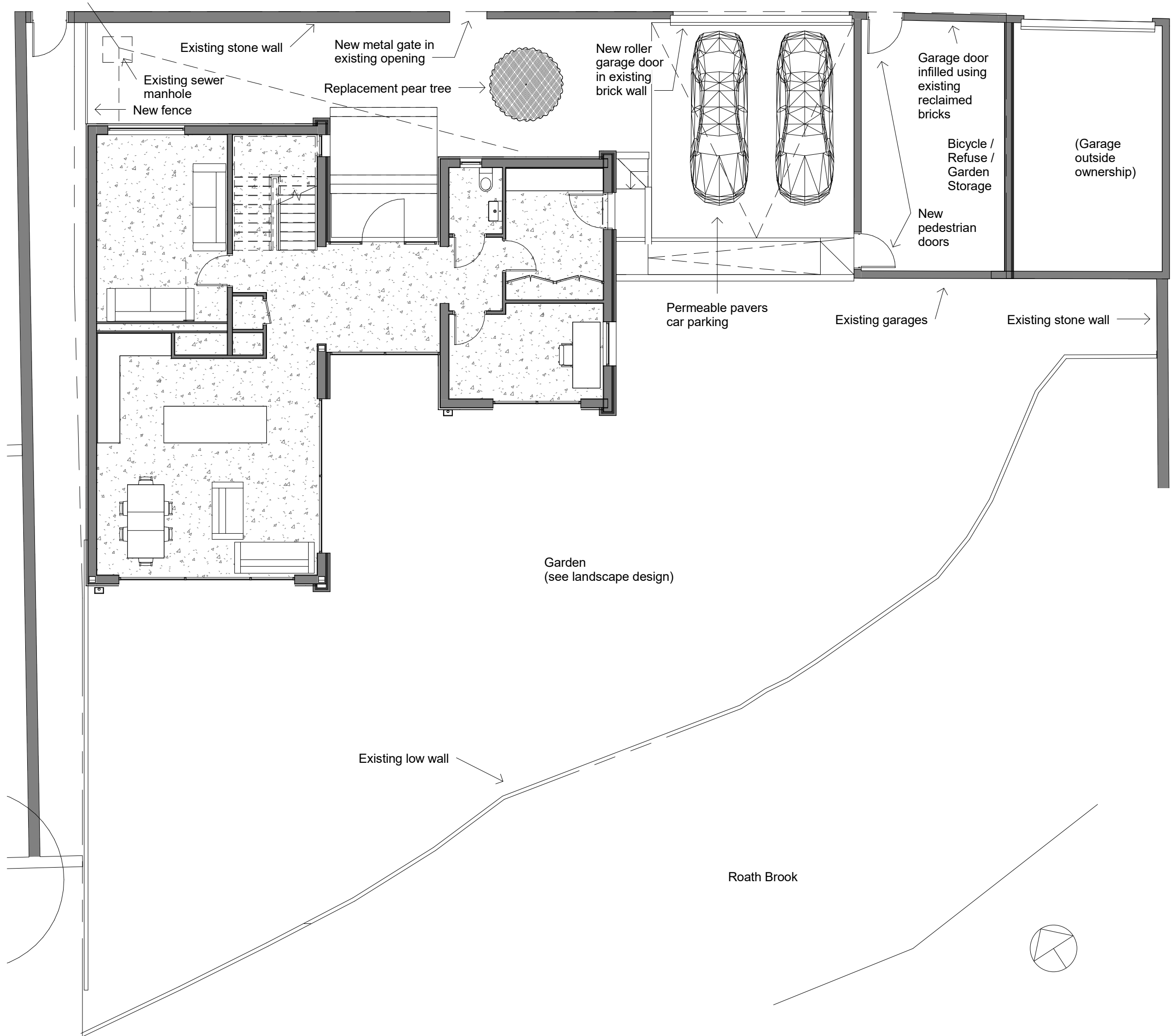
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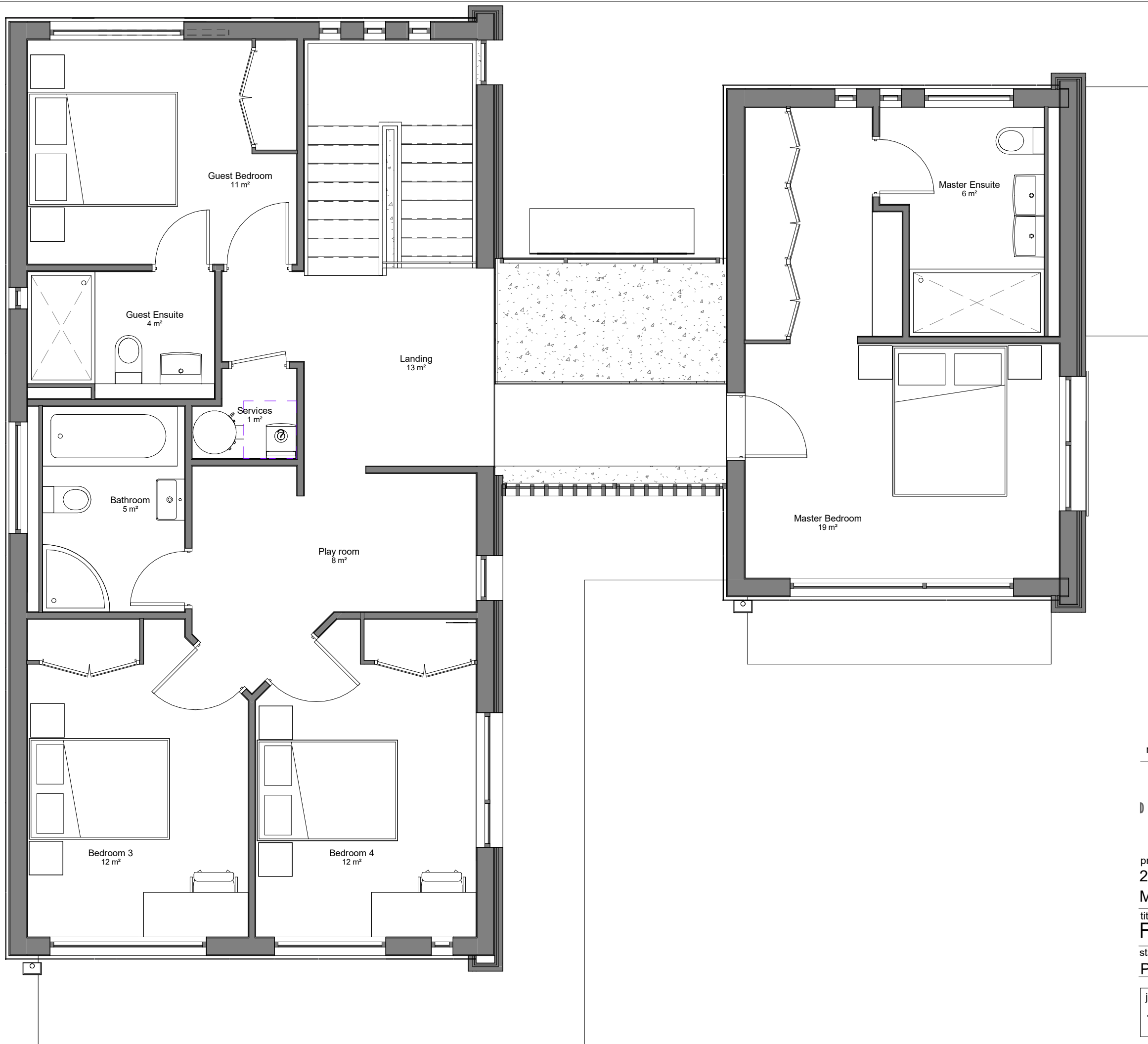
title
Proposed Site

status
Planning

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| rev | description | by | date |
|-----|-------------|----|----------|
| | first issue | RB | 19/08/16 |

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project
 2 Westville Walk
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title
First Floor

| status | scale @ A3 |
|----------|------------|
| Planning | 1:50 |

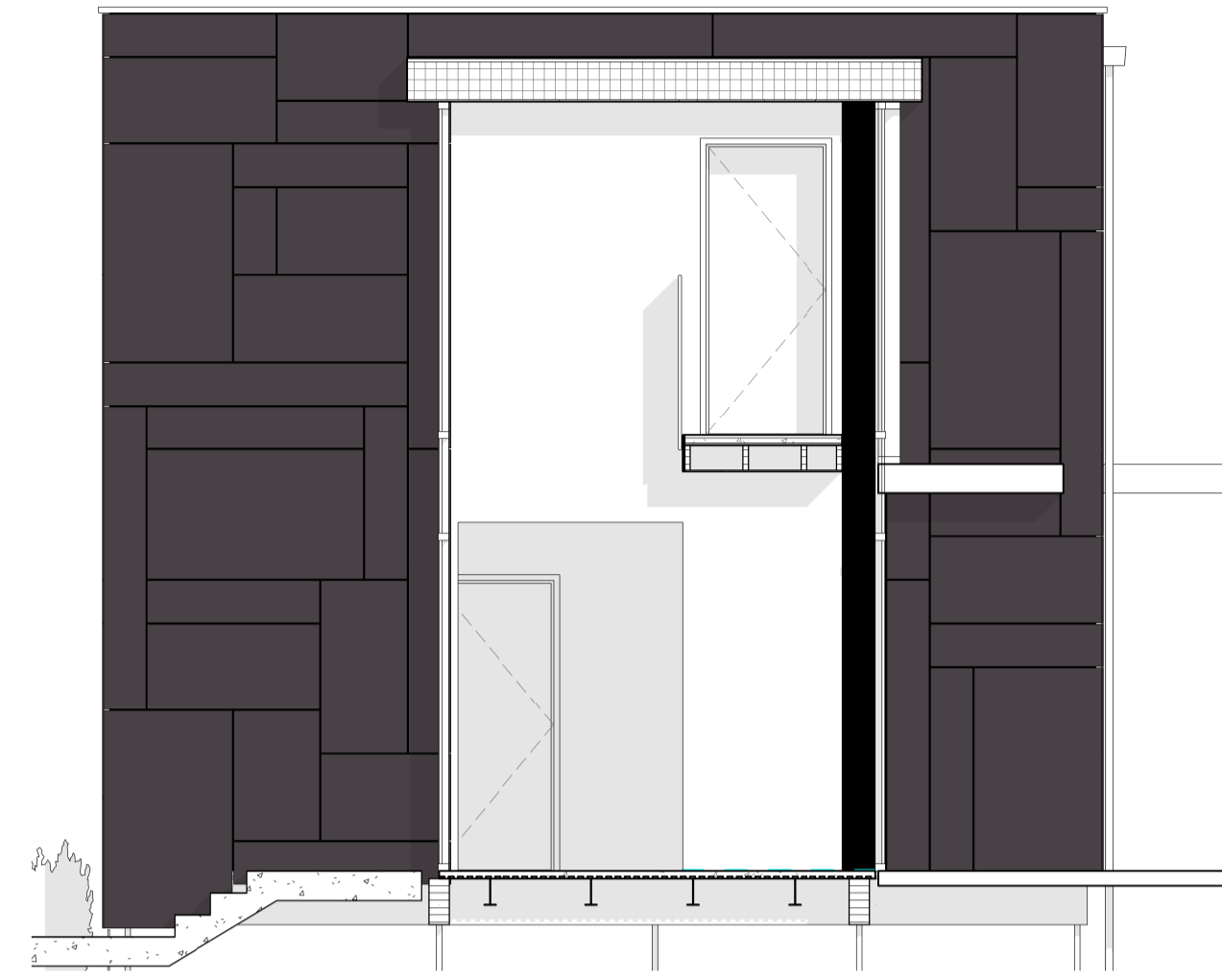
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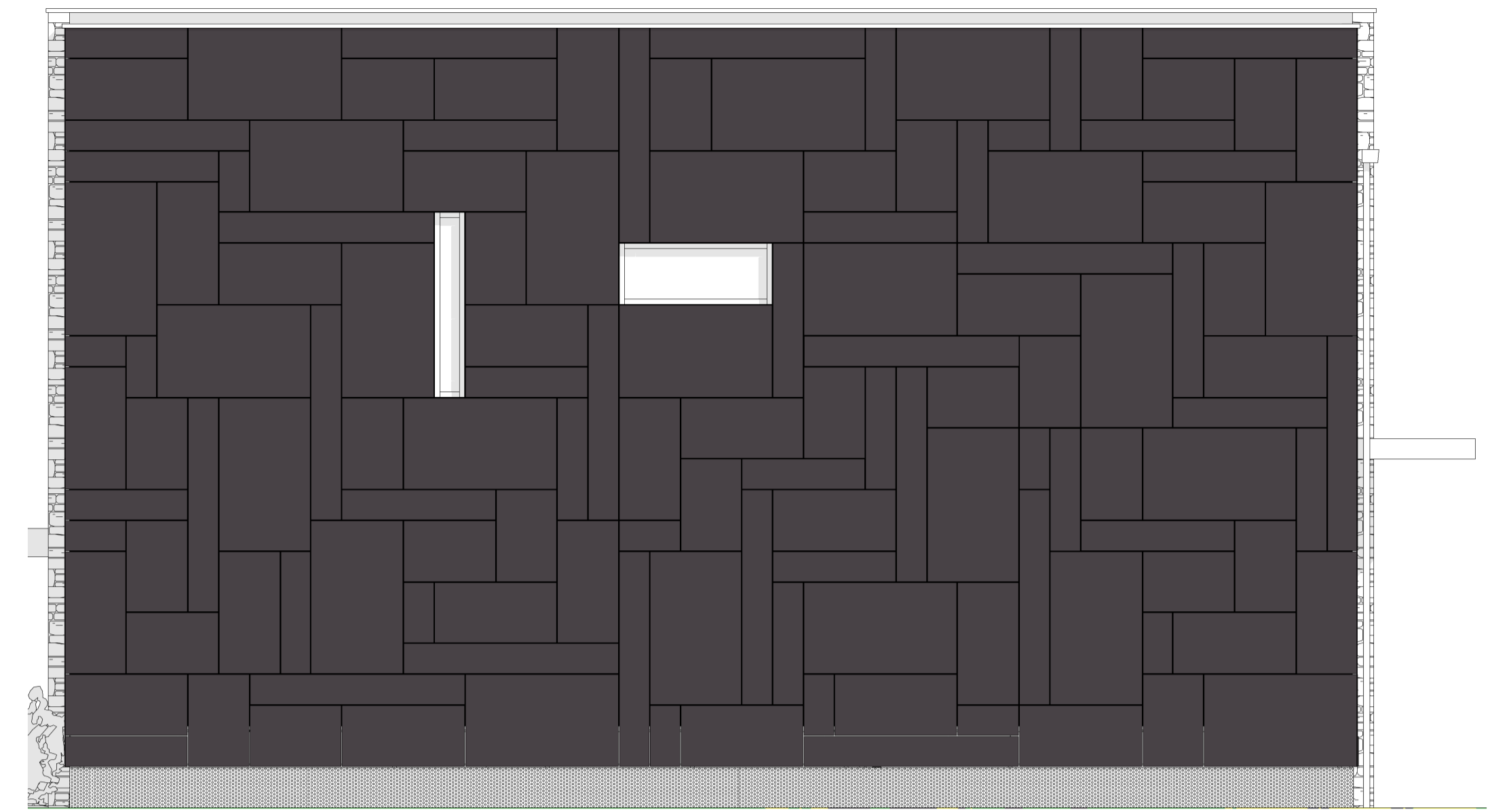


1 Front Elevation
1:50

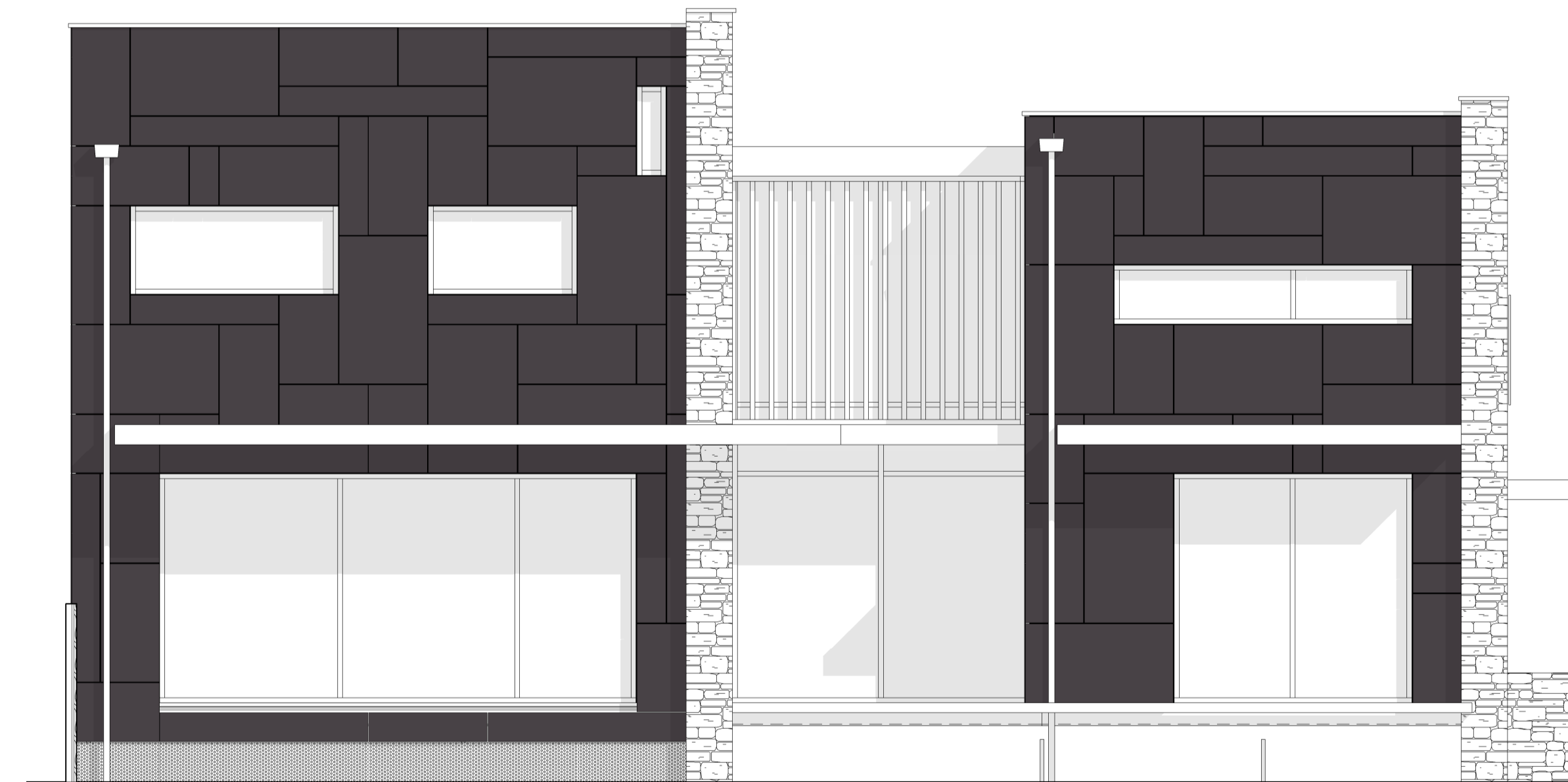
Stone cladding
Wire mesh
Cladding board



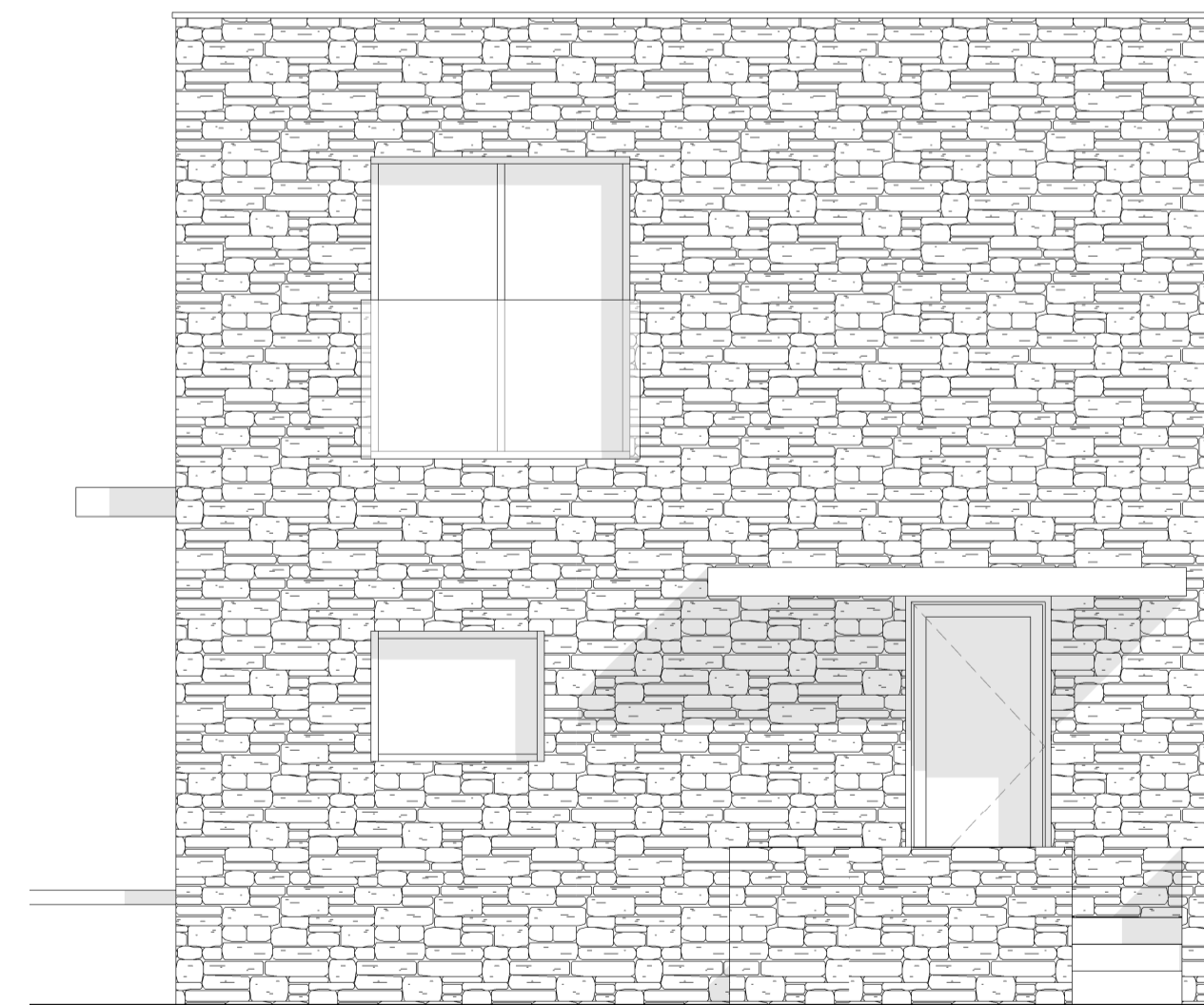
2 Right Elevation (inner)
1:50



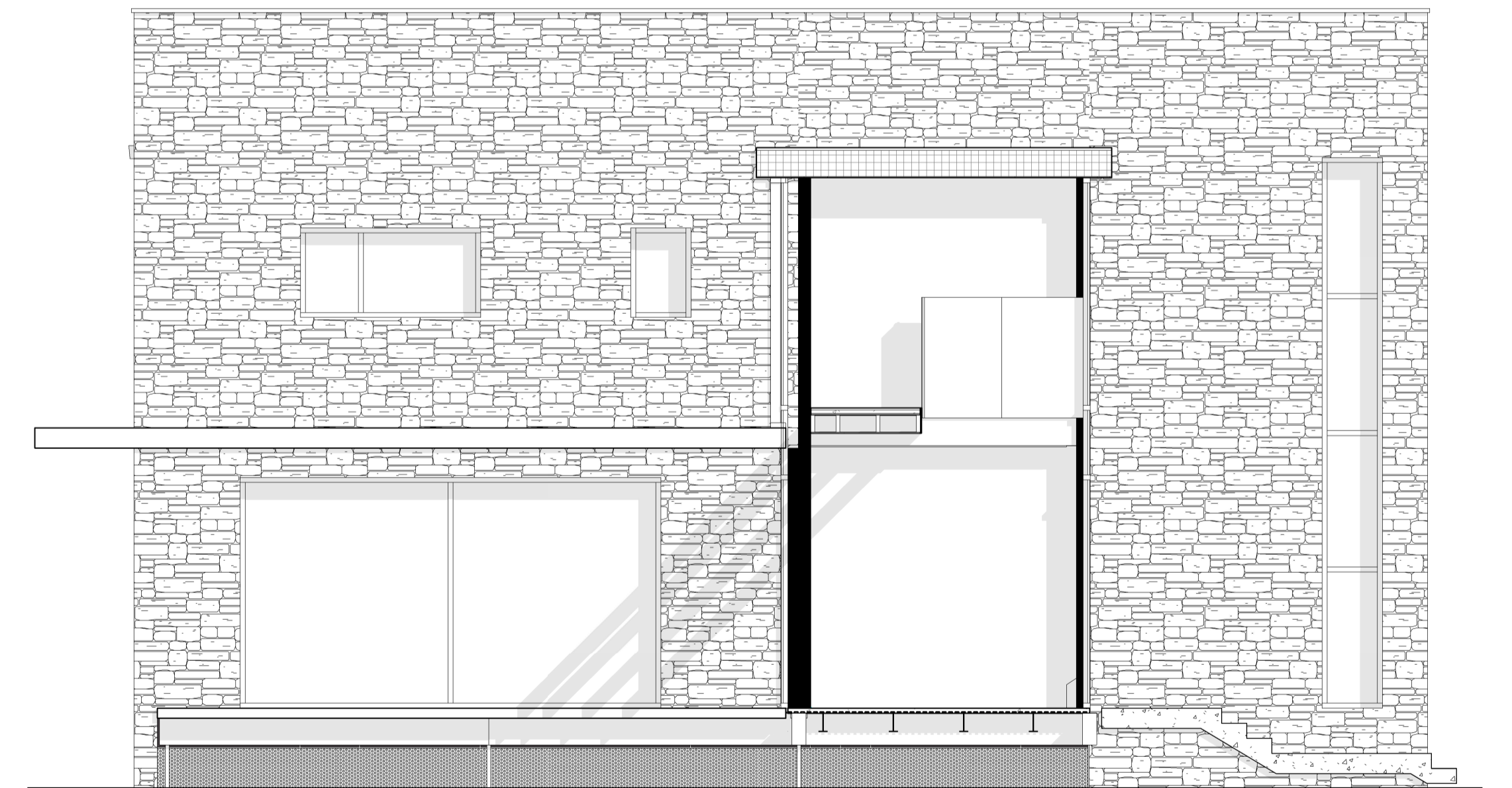
3 Right Elevation
1:50



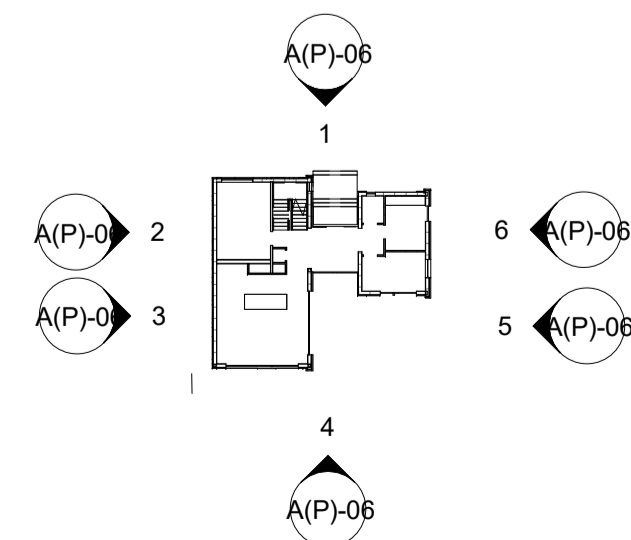
4 Rear Elevation
1:50



5 Left Elevation
1:50



6 Left Elevation (Inner)
1:50



7 Elevation Key
1:500

Materials
 Stone: Real Stone Cladding - Rustic Gneiss
 Cladding: Equitone Tectiva Mineral Black
 Windows: Composite ali-clad, RAL 7016
 Canopies: PPC Aluminium, RAL 7016

| rev | description | by | date |
|-----|-------------|----|----------|
| 1 | first issue | RB | 19/08/16 |

DOWNNS HERRIFIELD ARCHITECTS

project
2 Westville Walk

client
Mr & Mrs Boltman

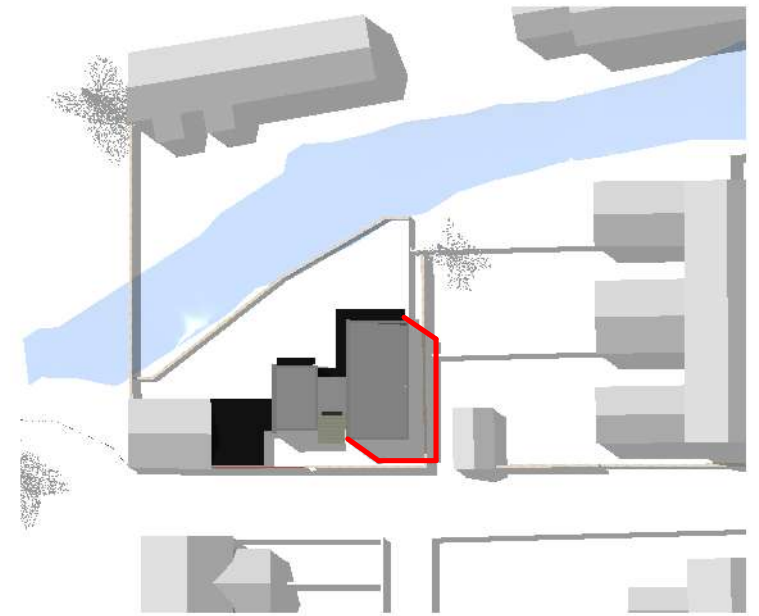
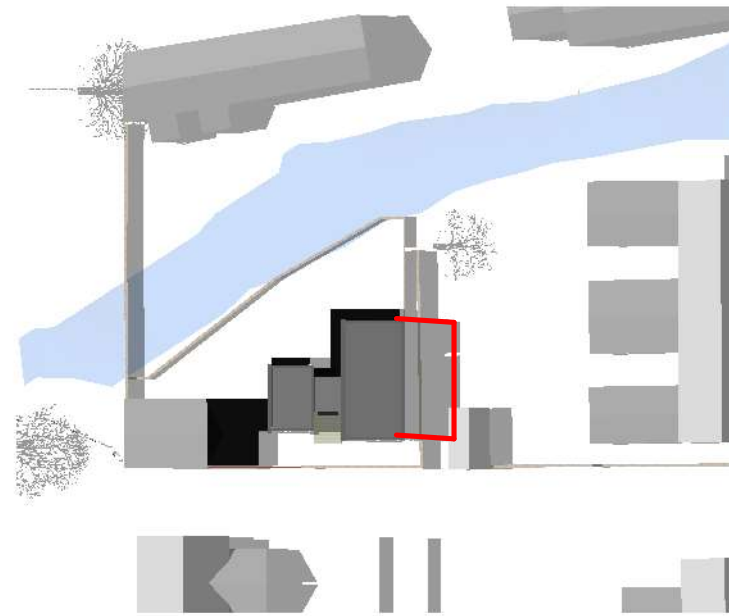
title
Proposed Elevations

status
Planning

scale @ A1
As indicated

| job number | drawing number | rev |
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| 119 | A(P)-06 | |

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2 21st Mar / Oct @ 1000

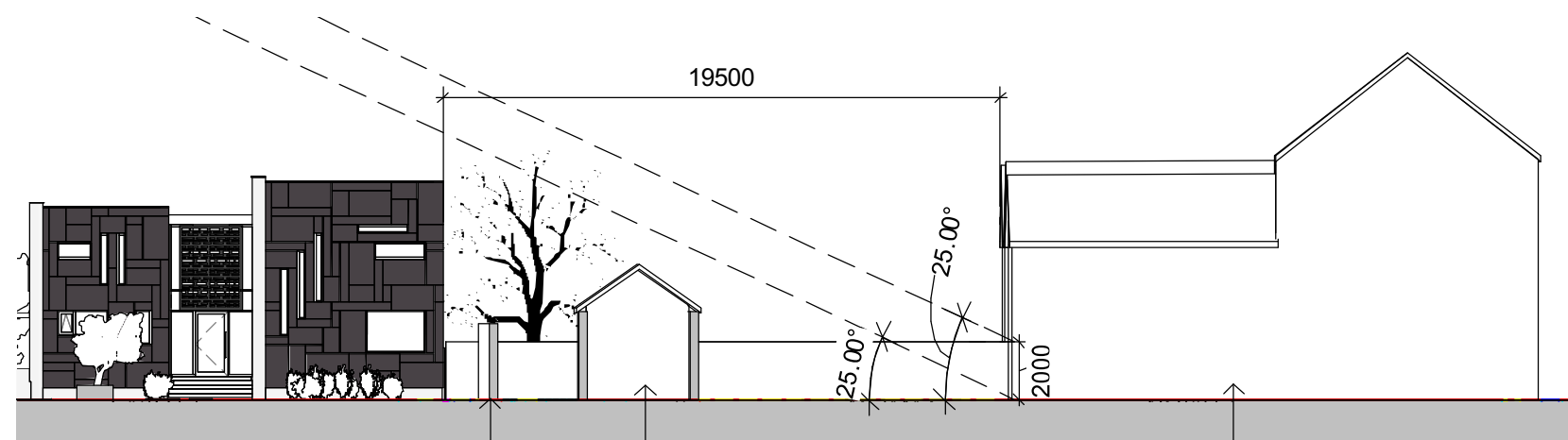
3 21st Mar / Oct @ 1300

4 21st June @ 1000

5 21st June @ 1130

The studies above show the extent of shadowing of the gardens of Pen-Y-Lan Road. They demonstrate that the shadow has left the gardens entirely by circa 1300 on the equinoxes, and circa 1130 on the summer solstice.

The analysis below shows the 25deg rule (Right to Light) as applied to the rear of the properties on Pen-Y-Lan Road.



1 Daylight Analysis
1 : 250

Existing stone wall

Existing coachhouse / garage

Properties facing Pen-y-Lan Road

| rev | description | by | date |
|-----|-------------|----|----------|
| | first issue | RB | 22/09/16 |

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project
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Mr & Mrs Boltman

title
Daylight - Shadow Study

status
Planning

scale @ A3
1 : 250

| job number | drawing number | rev |
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| 119 | A(P)-07 | |

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LOCAL MEMBER OBJECTION

COMMITTEE DATE: 14/12/2016

APPLICATION No. **16/02289/DCH** APPLICATION DATE: 23/09/2016

ED: **CYNCOED**

APP: TYPE: Householder Planning Permission

APPLICANT: Mr & Mrs Knowles

LOCATION: 11 HENLLYS ROAD, CYNCOED, CARDIFF, CF23 6NL

PROPOSAL: THE CONSTRUCTION OF A 2 STOREY REAR EXTENSION WITH INTERNAL ALTERATIONS

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the following conditions :

1. C01 Statutory Time Limit
2. The development shall be carried out in accordance with the following approved plans:
 - G2016/LPS/125/SLP/100
 - G2016/LPS/125/SLP/01
 - G2016/LPS/125/SLP/02
 - G2016/LPS/125/SLP/03
 - G2016/LPS/125/SLP/04C
 - G2016/LPS/125/SLP/05C
 - G2016/LPS/125/SLP/06C

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. The materials to be used in the construction of the external surfaces of the extensions hereby permitted shall match those used on the existing building.

Reason: To ensure the external materials harmonise with the existing building in the interests of the visual amenity of the area in accordance with Policy KP5 of the Cardiff Local Development Plan.

4. The new first floor window shown in the side (north-east) elevation of the dwelling shall be obscurely glazed and non-opening below a height of 1.7 metres from internal floor level and so retained.

Reason: To protect the privacy of occupiers of neighbouring properties in accordance with Policy KP5 of the Cardiff Local Development Plan

2006-2026.

RECOMMENDATION 2: That the applicant be advised that no work should take place on or over the neighbour's land without the neighbour's express consent and this planning approval gives no such rights to undertake works on land outside the applicant's ownership.

1. DESCRIPTION OF THE SITE

- 1.1 The application site is a semi-detached property located on Henllys Road, a residential street consisting of predominantly post Second World War detached and semi-detached housing.
- 1.2 The site measures approximately 668 square metres and consists of a landscaped garden bounded by a block dwarf wall at the front of the property and a large rear garden enclosed by large trees on its North Western (rear) boundary and mature trees and shrubs on the shared side boundaries. A detached pitched roof garage and driveway are sited at the side/rear of the dwelling house.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1 Planning permission is sought for the construction of a two storey hipped roof extension and single storey extension on the rear elevation of the dwelling house.
- 2.2 The two storey extension will project out 4 metres from the rear elevation of the dwelling, will be 5.5 metres in eaves height, and 7.3 metres to the ridge. The extension will feature a hipped roof design and will be finished in pebble dash render to match the existing property. The single storey extension will also project 4 metres from the rear wall of the existing dwelling and will feature a flat roofed design with a maximum height of 2.9 metres. The single storey extension will be positioned adjacent to the common boundary with the adjoining semi-detached property.

3. PLANNING HISTORY

- 3.1 There is no planning history relating to the application site.

4. POLICY FRAMEWORK

- 4.1 National Planning Policy
- Planning Policy Wales (8th Ed, 2015)
 - Technical Advice Note 12: Design (July 2014)
- 4.2 Cardiff Local Development Plan 2006-2026
- Policy KP5 (Good Quality and Sustainable Design)
- 4.3 Supplementary Planning Guidance

- Residential Extensions and Alterations (2015)

NB. The SPGs were approved as supplementary guidance to the City of Cardiff Local Plan (1996). Although the City of Cardiff Local Plan (1996) has recently been superseded by the Cardiff Local Development Plan (2016), the advice contained within the SPGs is pertinent to the assessment of the proposal and remains consistent with the aims of both LDP Policies KP5/T5/EN8/EN13/W2 and guidance in Planning Policy Wales and are afforded significant weight

5. INTERNAL CONSULTEE RESPONSES

- 5.1 No internal consultations have been made.

6. EXTERNAL CONSULTEE RESPONSES

- 6.1 No external agencies have been consulted.

7. REPRESENTATIONS

- 7.1 A letter of objection was received from the neighbour at no. 13 Henllys Road. The neighbour objects to the proposal on the following grounds:

- The close proximity and the height of the proposed two storey 4 metre long extension will be overbearing and oppressive.
- The height and depth of the proposed two storey extension will cause a loss of sunlight and daylight.
- The loss of light and the dominance due to the scale of the proposed extension will have an adverse effect on the neighbours living conditions and on her enjoyment of her property.

- 7.2 Ward Member Councillors Margaret Jones and Kate Lloyd, object to the proposal on the basis that it would have an overbearing impact on the neighbouring occupier at no. 13 Henllys Road.

8. ANALYSIS

8.1 Introduction

- 8.1.1 The principle matters for consideration are:

- The effect of the proposal upon the character and appearance of the area and on the character of the original dwelling.
- The impact of the development on the amenities of the neighbouring occupiers.

8.2 Impact on the character of the area and on the character of the original dwelling.

- 8.2.1 The proposed extensions will be sited on the rear elevation of the dwelling house and will have little or no impact on the visual amenity of the surrounding

area. The two storey extension will be set down from the ridgeline and its combined length and height is considered subservient to that of the main dwelling house. Accordingly, the two storey extension is considered acceptable in regards to its scale and design and will provide a subservient addition to the dwelling and will not prejudice the general character of the area.

- 8.2.2 The single storey extension would meet the requirements for 'Permitted Development' under Class A of Part 1 of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 and would not constitute development requiring planning permission.

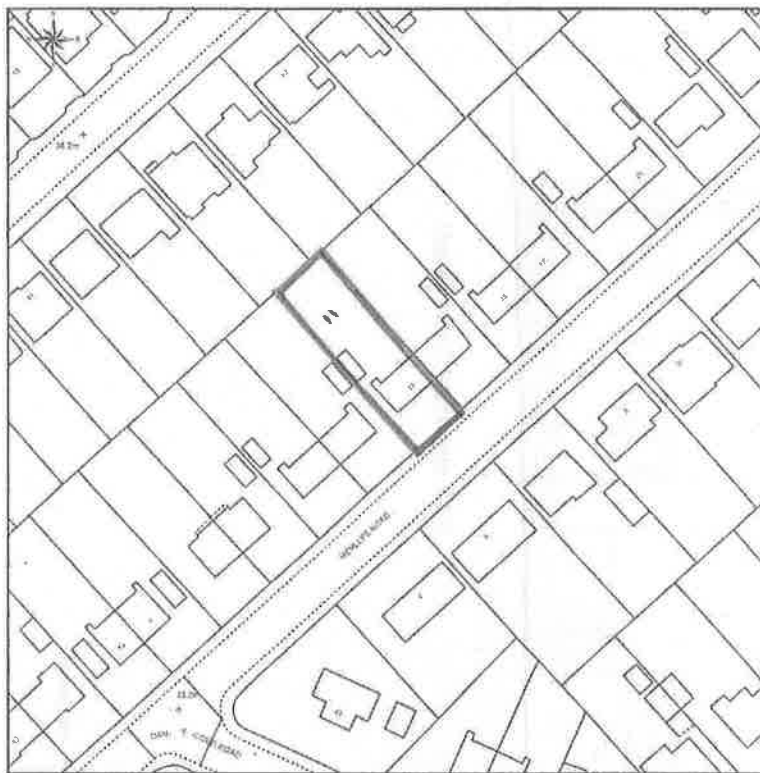
8.3 Impact on the Amenity of the neighbouring occupiers

- 8.3.1 The two storey extension has been amended so that it is set back 2 metres off the shared boundary with no. 13 Henllys Road and the originally designed gable end roof has been altered to a hip design. It is considered that the 2 metre separation distance from the shared boundary and the revised roof design has resulted in an improvement to the original scheme and whilst the comments of the neighbour are noted it is considered that the alterations to the original scheme will result in an improvement to the situation as they relate to the potential for overshadowing and possible impact on outlook.

8.4 Conclusion

- 8.4.1 Having regard to the policy context above and the amendment to the design of the structure which is considered to have improved the relationship of the proposed extension with the neighbouring property, the proposal is considered, on balance, acceptable and it is recommended planning permission be granted subject to conditions.

Location Plan of cf236nl



0m 10m 20m 30m 40m 50m 60m 70m

Scale: 1:1250, paper size: A4

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PROPOSED EXTENSION

11 HENLLYS ROAD

CYNCOED

CARDIFF

CF23.6NL

SITE LOCATION PLAN

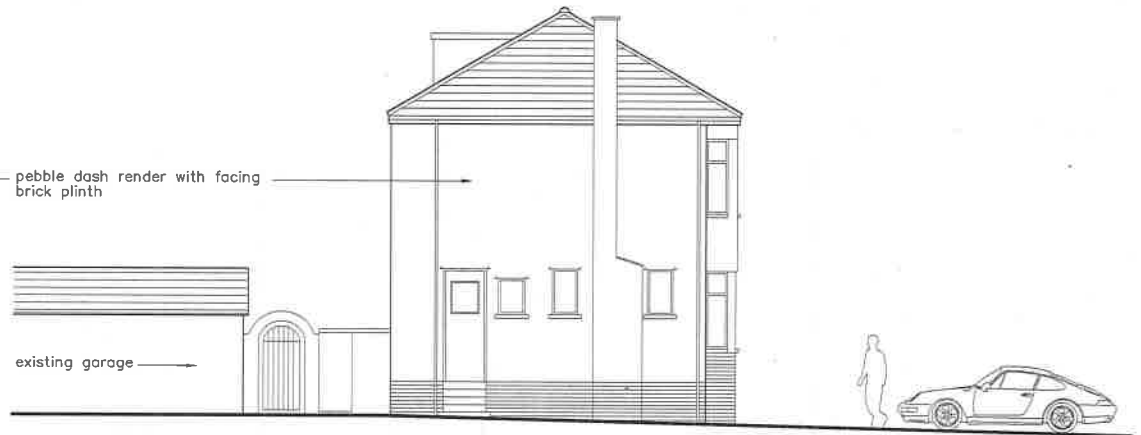
DRWG. NO : 92016-LPS-125-SLP.100

plans ahead by emapsite™

Prepared by: David Willicombe, 22-09-2016



front elevation (north west)



side elevation (north east)



rear elevation (south east)

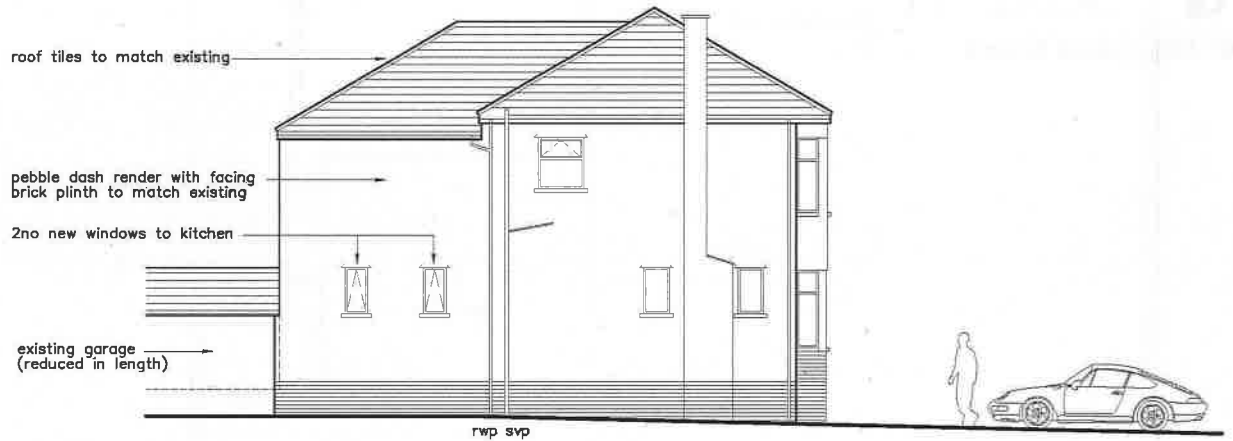
existing elevations

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| date | 08/2016 | | |
| scale | 1:100 @ A3 | | |
| client | Mr + Mrs Knowles | (t) 01833 440086 | (m) 07772 698406 |
| | | (e) lloyds@live.co.uk | |
| project | Proposed Extension : 11 Henllys Road : Cardiff : CF23.6NL | | |

AMENDED PLAN



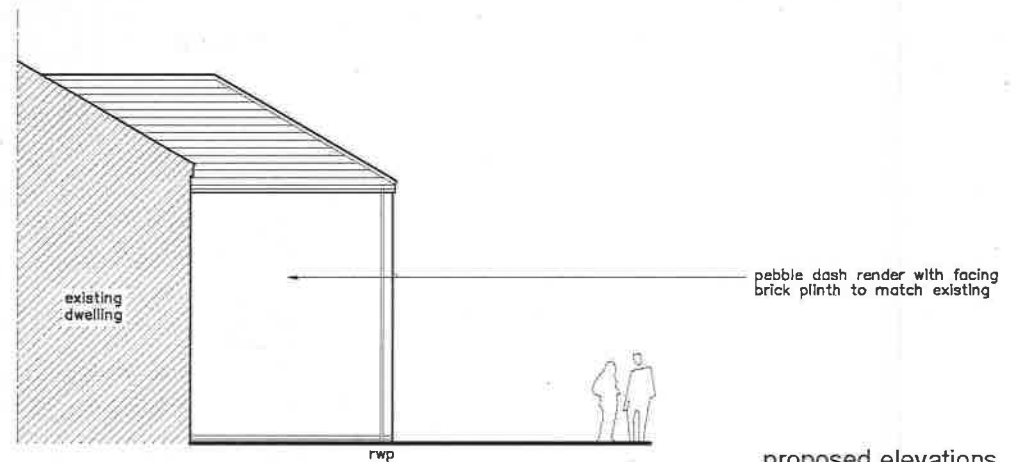
front elevation (north west)



side elevation (north east)



rear elevation (south east)

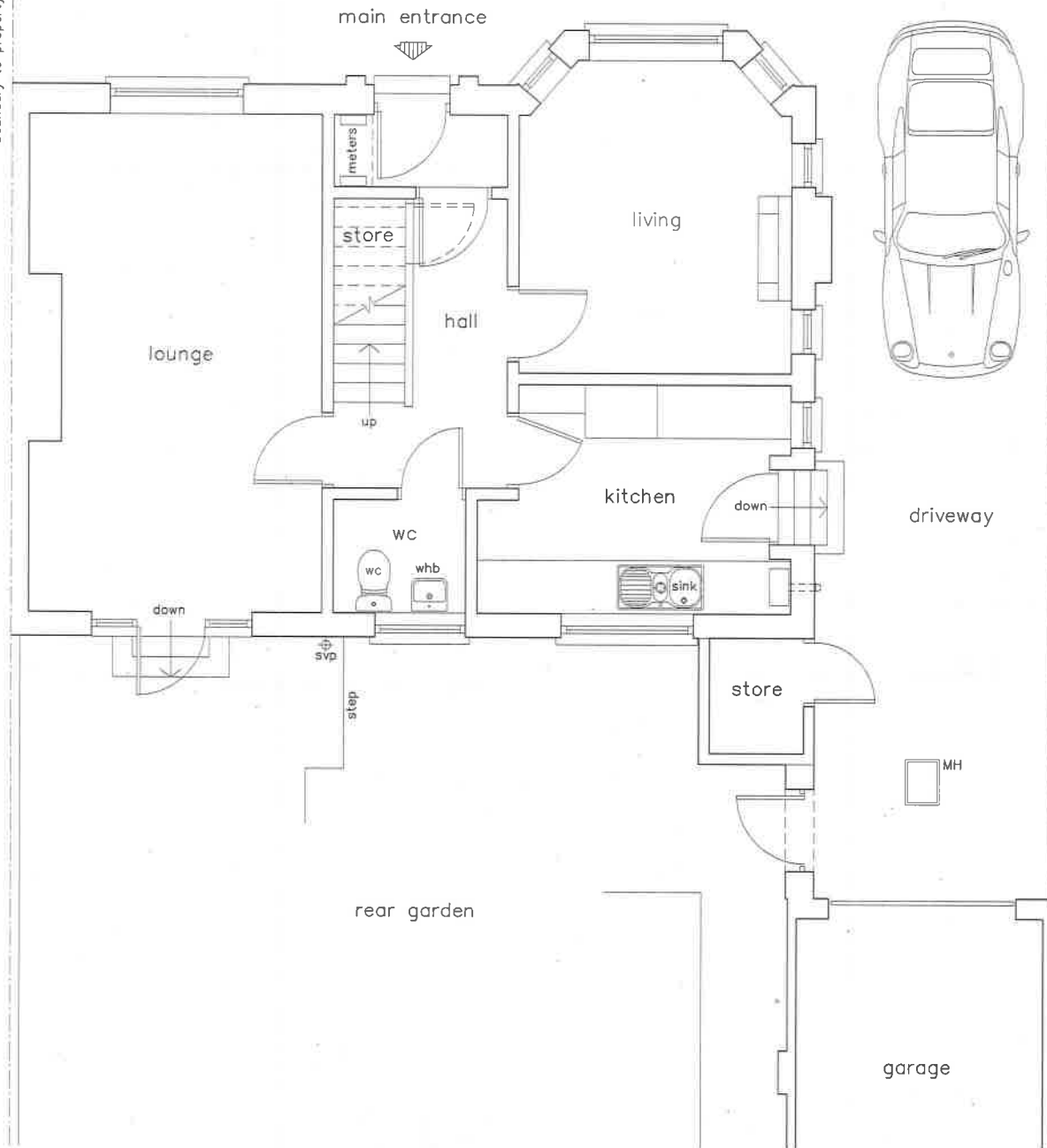


side elevation (south east)

| | | | | |
|------------|--------------------|--|------------------|---|
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| project | Proposed Extension | 11 Henllys Road | Cardiff | CF23 6NL |

proposed elevations

boundary to property



boundary to property



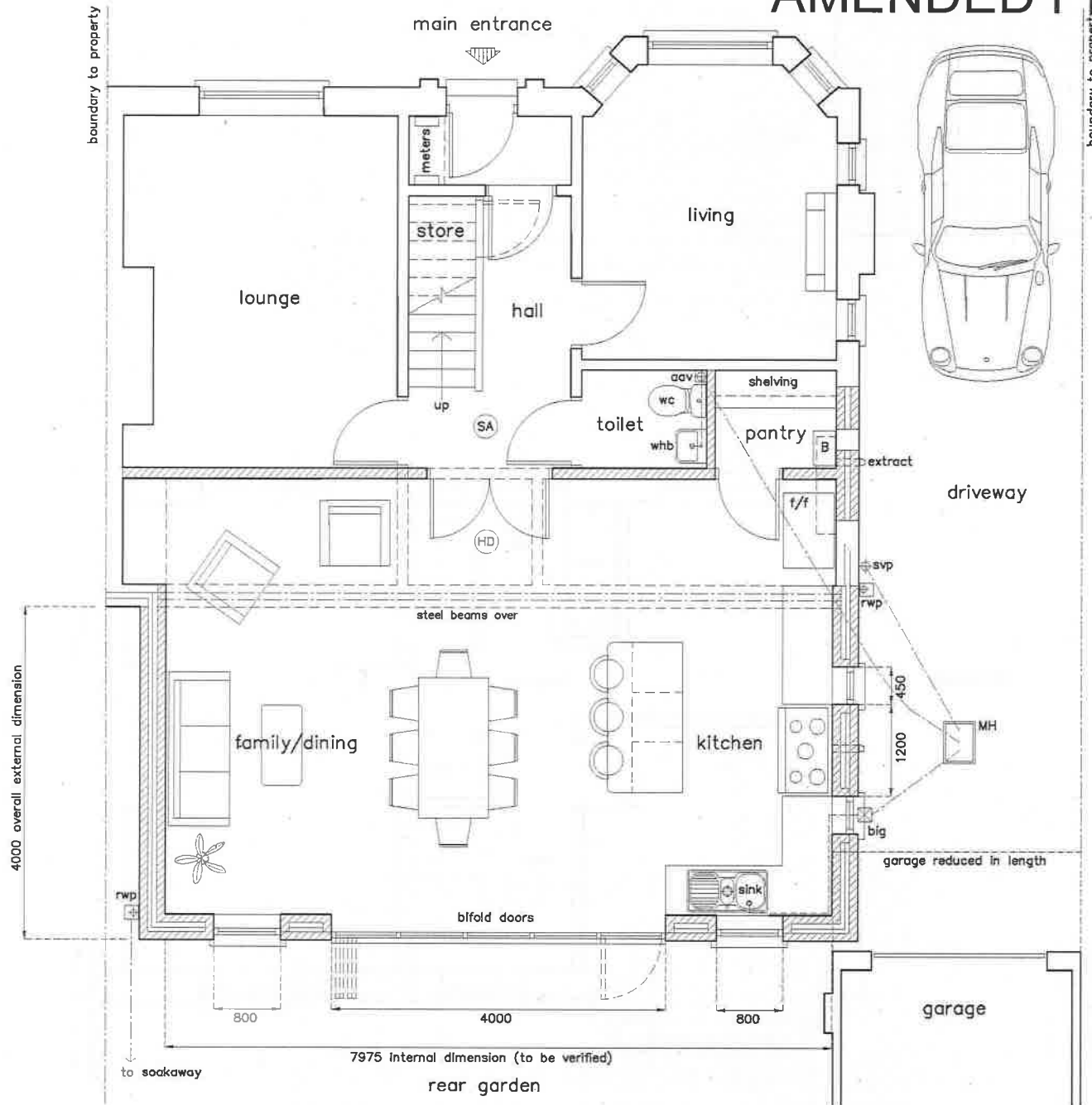
existing ground floor plan

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| project | Proposed Extension : 11 Henlys Road : Cardiff : CF23.6NL |

LLOYDS
Property Maintenance Services Ltd



AMENDED PLAN



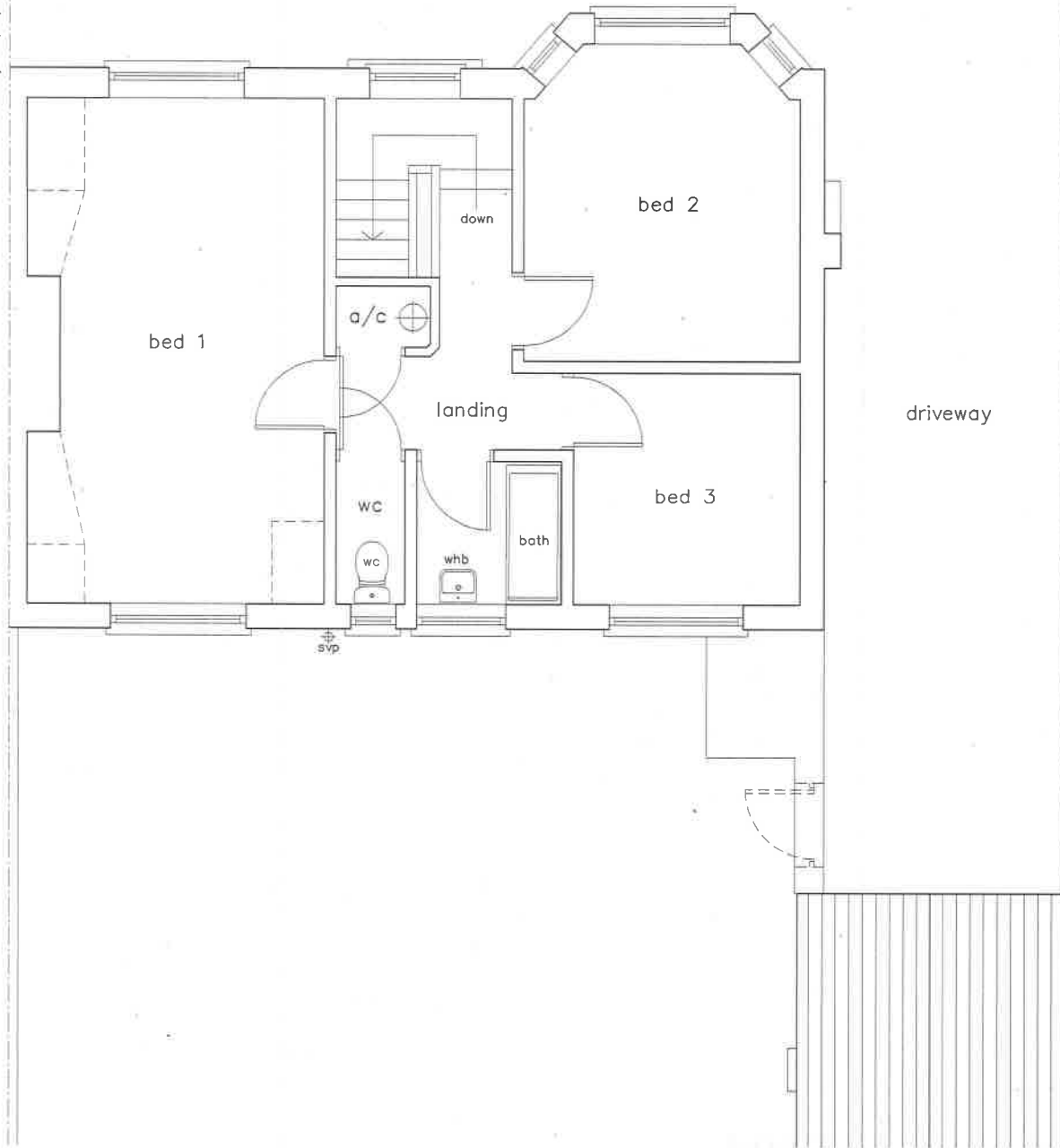
proposed ground floor plan

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| client | Mr + Mrs Knowles |
| project | Proposed Extension : 11 Henllys Road : Cardiff : CF23 6NL |



tel: 01653 440066 (m) 07772 099406 (e) @lloydsps@live.co.uk

boundary to property



boundary to property



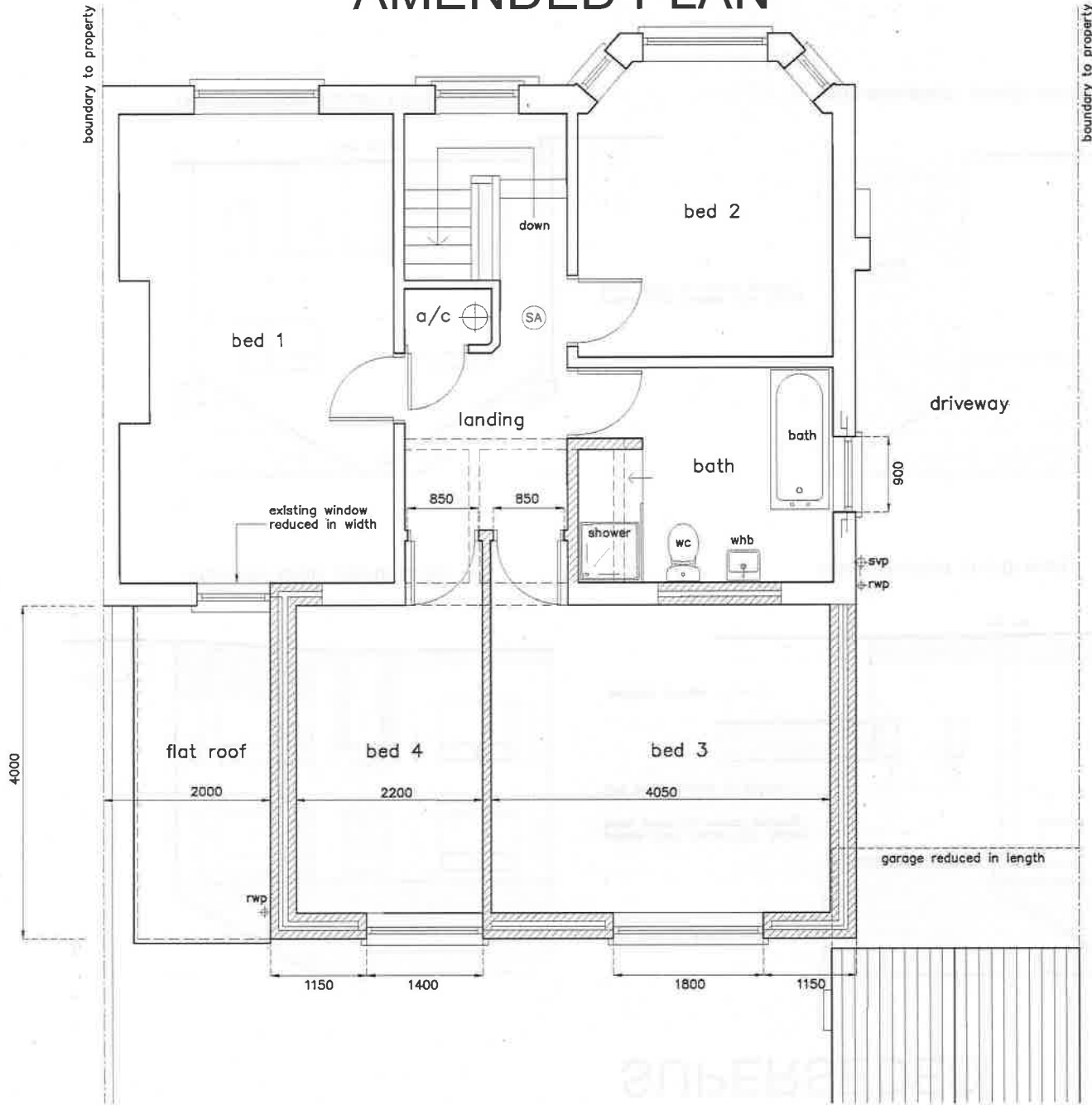
existing first floor plan

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AMENDED PLAN



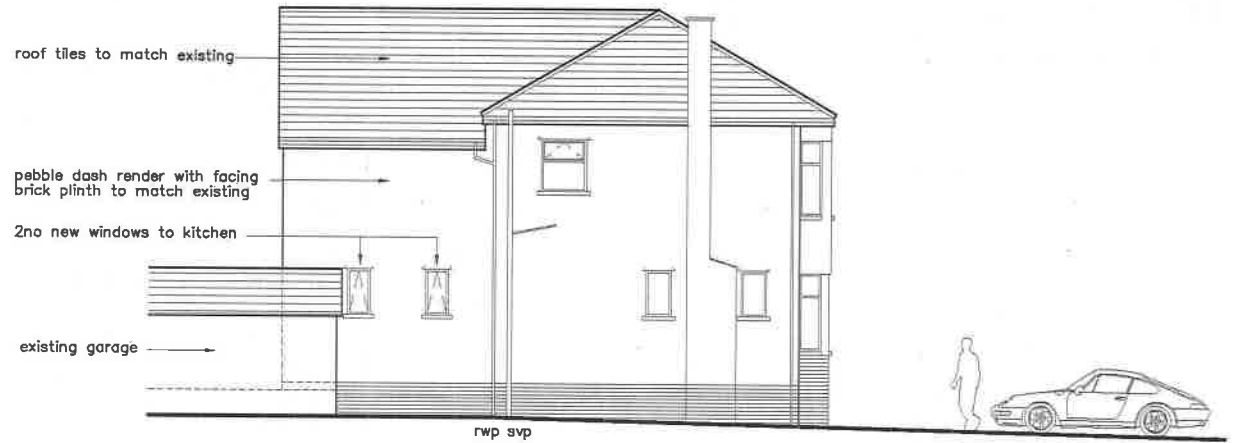
proposed first floor plan

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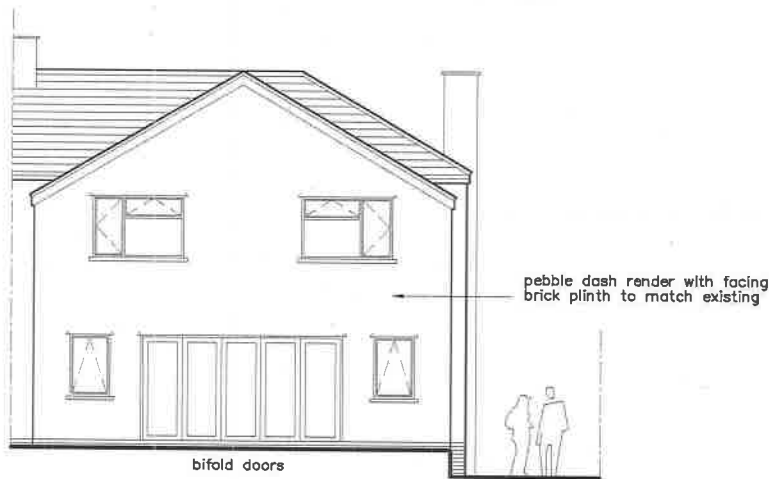
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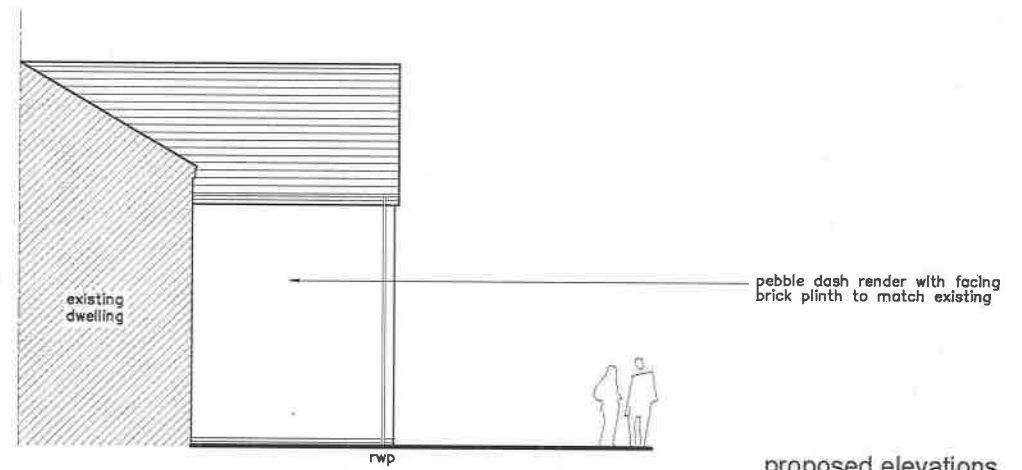
front elevation (north west)



side elevation (north east)



rear elevation (south east)



side elevation (south east)

proposed elevations

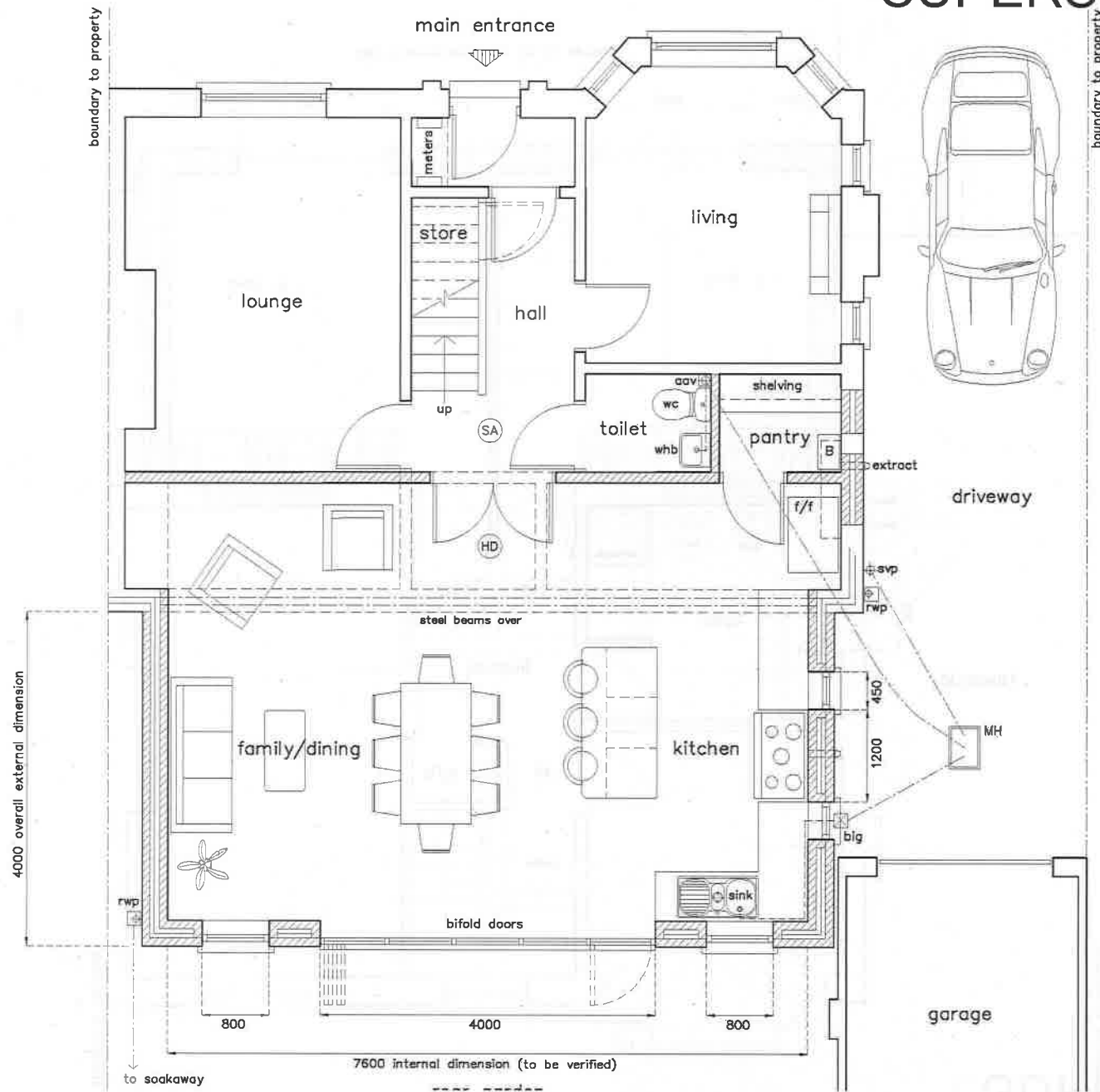
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| client | Mr + Mrs Knowles | (t) 01283 440090 | (m) 07772 898496 |
| project | Proposed Extension : 11 Henllys Road : Cardiff : CF23.6NL | | |

LLOYDS
Property Maintenance Services Ltd



(e) lloyds@live.co.uk

SUPERSEDED



proposed ground floor plan

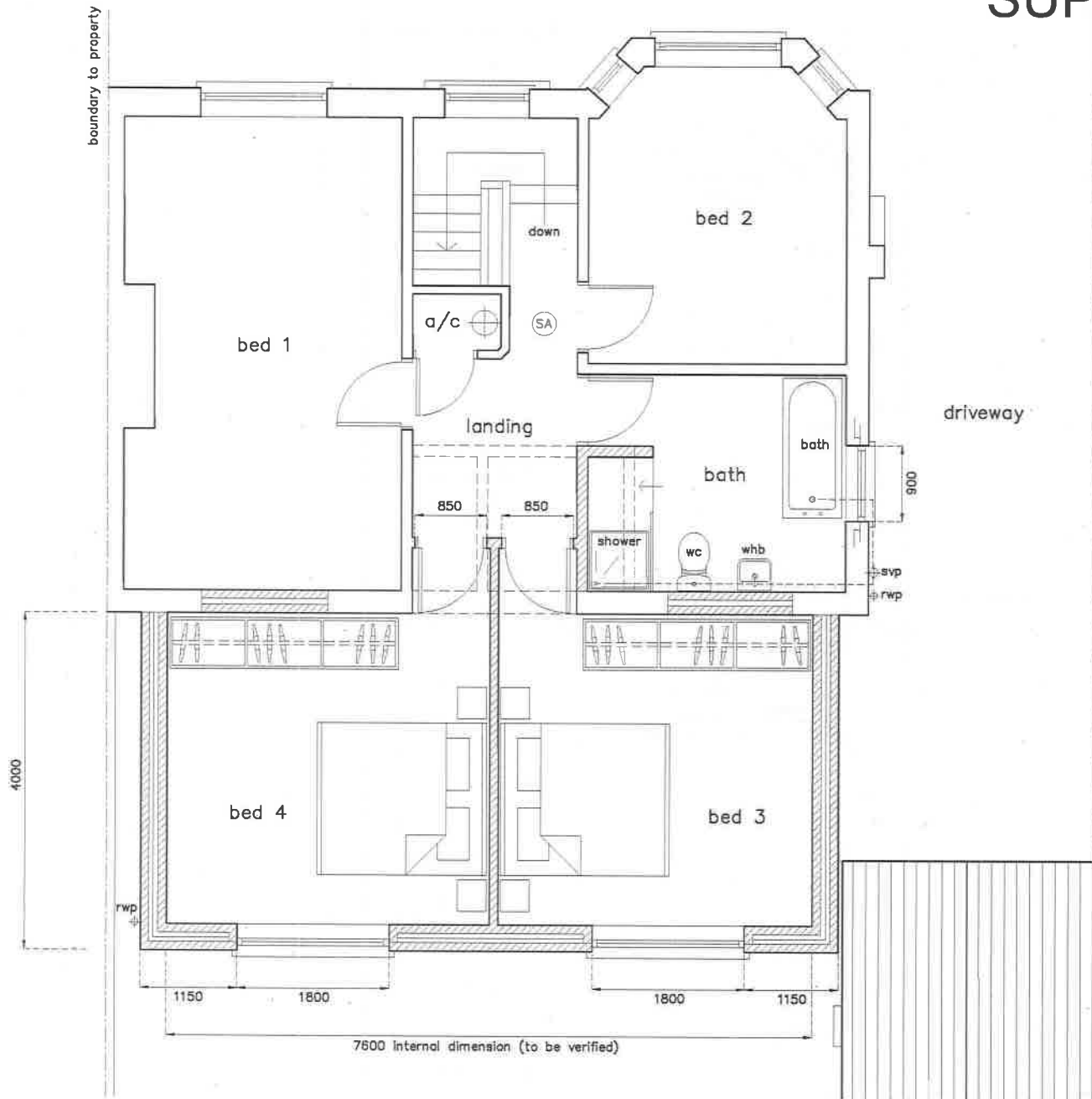
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| project | Proposed Extension : 11 Henllys Road : Cardiff : CF23 6NL |

LLOYDS
Property Maintenance Services Ltd



antib2016

SUPERSEDED



proposed first floor plan

| | | |
|------------|---|--|
| project no | G2016/LPS/125/05B | |
| date | 08/2016 | |
| scale | 1:50 @ A3 | |
| client | Mr + Mrs Knowles | (t) 01633 440086 (m) 07772588408 (e) lloyds@lps.co.uk |
| project | Proposed Extension : 11 Henllys Road : Cardiff : CF23.6NL | |

**CITY OF CARDIFF COUNCIL
CYNGOR DINAS CAERDYDD**

PLANNING COMMITTEE:

14th December 2016

REPORT OF THE DIRECTOR CITY OPERATIONS

HIGHWAYS LICENSING ENFORCEMENT FUNCTIONS

Reason for this Report

1. To enable the Committee to consider appropriate arrangements for the discharge of various highways licensing enforcement functions.

Background

2. The Local Authorities (Executive Arrangements) (Functions and Responsibilities) (Wales) (Amendment) Regulations 2009 designated certain functions contained within the Highways Act 1980 as Local Choice Functions.
3. In September 2010 full Council resolved that these 'Local Choice' highways functions should be designated as Non-Executive functions, allocated to the Planning Committee, and noted that the Planning Committee may decide to delegate some of these functions, as appropriate, to officers (Council Minute No.73).
4. In June 2013, the Planning Committee delegated authority in respect of certain highways licensing enforcement functions to the Chief Officer with responsibility for such matters (minute reference P9).

Issues

5. This report concerns the arrangements for the Council to discharge a number of highways licensing enforcement functions (under Part IX of the Highways Act 1980), specifically the following:

'the functions contained in the following provisions of Part IX of the Highways Act 1980 (lawful and unlawful interference with highways and streets)—

- (i) section 130 – protection of public rights;*
- (ii) sections 139 – control of builders' skips;*
- (iii) section 140 – removal of builders' skips;*
- (iv) section 140A(1) – builders' skips: charges for occupation of the highway;*
- (v) section 142 – licence to plant trees, shrubs etc in a highway;*
- (vi) section 147 – power to authorise erection of stiles etc on footpath or bridleway;*
- (vii) section 147ZA(1) – agreements relating to improvements for benefit of persons with mobility problems;*
- (viii) section 149 – removal of things so deposited on highways as to be a*

nuisance etc;

(ix) section 169 – control of scaffolding on highways;

(x) section 171 – control of deposit of building materials and making of excavations in streets;

(xi) section 171A(2) and regulations made under that section – works under s169 or s171: charge for occupation of the highway;

(xii) section 172 – hoardings to be set up during building etc;

(xiii) section 173 – hoardings to be securely erected;

(xiv) section 178 – restriction on placing of rails, beams etc over highways;

(xv) section 179 – control of construction of cellars etc under street;

(xvi) section 180 – control of openings into cellars etc under streets, and pavement lights and ventilators’

6. It is considered that the functions listed in the paragraph above are essentially administrative functions relating to the enforcement or licensing of objects on the highway, which officers may properly discharge using professional judgement, rather than requiring a decision of the Committee. Accordingly, the Planning Committee has previously delegated these functions to the Chief Officer responsible for this area (Planning Committee, June 2013, minute reference P9). These functions include licensing of skips, hoardings, tables and chairs and scaffolding, which have been routinely exercised by officers in order to maintain the integrity of the public highways network.
7. This report recommends Planning Committee to confirm the delegation of all such functions under the Highways Act 1980 (as listed in paragraph 5 above) to the Director with responsibility for highways, with express provision for the Director to further sub-delegate the delegation to operational managers of the service area. The administration of those powers granted will then enable the Director and operational managers the delegated power to authorise officers to investigate and enforce breaches of the Highways Act 1980. The enforcement will take the form of investigations and the service of either fixed penalty notices or the consideration to recommend prosecution through the criminal courts for breaches of the Highways Act 1980. The authorisation of officers will include enforcement officers of both highways and waste management, that will move to a single Neighbourhood Service Enforcement team.

Legal Implications

8. As noted in the body of the report, the functions listed in paragraph 5 of the report are designated as ‘Local Choice Functions’ under the Local Authorities (Executive Arrangements) (Functions and Responsibilities) (Wales) Regulations 2007, as amended. The Council is required to designate Local Choice Functions as either Executive Functions or Non-Executive (Council) functions (under section 13(4) of the Local Government Act 2000). As noted in paragraph 3 of this report, the Council resolved on 23 September 2010 that the functions listed in paragraph 5 be allocated as Non-Executive (Council) Functions and delegated to the Planning Committee (pursuant to section 101 of the Local Government Act 1972).

9. Under section 101 of the Local Government Act 1972, where any functions of a local authority may be discharged by a committee, then, unless the local authority otherwise directs, the committee may arrange for the discharge of any of those functions by an officer of the authority. The Council has made no contrary direction in this case, and therefore, it is within the power of the Planning Committee to delegate to an appropriate Council officer any of the functions listed in paragraph 5, provided Members are satisfied that it is appropriate to do so. It should be noted that any delegation so made does not prevent the Committee from exercising those functions in any case it considers appropriate. However, any such officer delegation may not be further delegated, unless expressly provided for in the Committee resolution (pursuant to the Scheme of Delegations, Section 4A, paragraph 1.6(ii)).
10. Accordingly, this report seeks approval from the Planning Committee to allow the Director with responsibility for this area to sub-delegate the powers previously delegated to the Chief Officer (by the Planning Committee in June 2013) to appropriate officers within his/her directorate in order to facilitate the efficient and effective discharge of those functions. A record of all such delegations to officers must be notified to the Monitoring Officer who maintains a record of all delegations in accordance with the requirements of section 100G of the Local Government Act 1972.

Recommendation

The Planning Committee is recommended to:

- (i) delegate responsibility for the highways licensing enforcement functions listed in paragraph 5 of this report to the Director with responsibility for highways, with authority to sub-delegate to his/her staff as considered appropriate; and
- (ii) instruct the Director Governance and Legal Services and Monitoring Officer to make any necessary amendments to the Council's Constitution.

Background Papers

Constitution Committee report 'Scheme of Delegations' dated 10 September 2010; and minutes in respect thereof

Council report 'Constitution Committee – 10 September 2010' dated 23 September 2010; and minutes in respect thereof.

Planning Committee report, 'Discharge of Various Highways Functions', 12th June 2013; and minutes in respect thereof

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**CITY OF CARDIFF COUNCIL
CYNGOR DINAS CAERDYDD**

PLANNING COMMITTEE MEETING

TITLE: Section 53 Application, Wildlife And Countryside Act 1981: Ely River Paths

REPORT OF DIRECTOR: Andrew Gregory, City Operations, Highways, Neighbourhood Services

PORTFOLIO:

Reason for this Report

1. To recommend the Planning Committee to direct Legal Services to make a Definitive Map Modification Order modifying the Definitive Map and Statement recognising Public Rights of Way at the designated locations.

Background

2. An original application was made in 2015 to record a Public Right of Way based on 20 year use, as of right, and without hindrance following the erection of heras fencing by a developer and a fence by a private landowner.

Issues

3. The PROW team received an application accompanied by over 20 path users claiming unhindered 20 year usage, as of right for a 20 year period prior to that right being brought into question by the erection of the obstructing wire fence.

Two landowners objected to the claims and the PROW team, as the Surveying Authority, have evaluated the submitted evidence to determine the application by:

- assessing the submitted Application and Evidence forms,
- conducting interviews of those who submitted evidence,
- consulting historic maps
- and evaluating objections received by landowners for their validity.

In addition, the PROW Team undertook site visits and interviewed, at random, path users who confirmed substantial use far greater than the 20 year period required by Highway Law.

While reaching its conclusion the PROW Team could only assess evidential submissions since the law governing Public Rights of Way is quite clear that anyone's opinion is irrelevant, and items such as suitability, desirability and security must be ignored.

There is documentary evidence proving over 50 years usage by four residents. No evidence to prove contrary in a 20 year period prior to the public's right being questioned was submitted by any landowner.

In conclusion, based on evidence alone, there is overwhelming, factual, documentary evidence to support the paths use, as of right, and no contrary evidence, therefore, the paths must be acknowledged as existing highway and recorded on the Definitive Map and Statement as Public Rights of Way.

Local Member consultation (where appropriate)

4. Local Ward members consulted.

Reason for Recommendations

5. The Public Rights of Way Team, acting within their powers as the Surveying Authority for the Highway Authority, have determined on evidence alone, that there is a presumed dedication in law of 20 years usage, which is the sole criteria aside of any suitability, desirability, security issues or opinion to determine the validation of a Public Right of Way.

Financial Implications

6. No

Legal Implications (including Equality Impact Assessment where appropriate)

7. No

HR Implications

8. No

RECOMMENDATIONS

9. To recommend the Planning Committee to direct Legal Services to make a Definitive Map Modification Order modifying the Definitive Map and Statement recognising Public Rights of Way at the designated locations.

NAME OF DIRECTOR

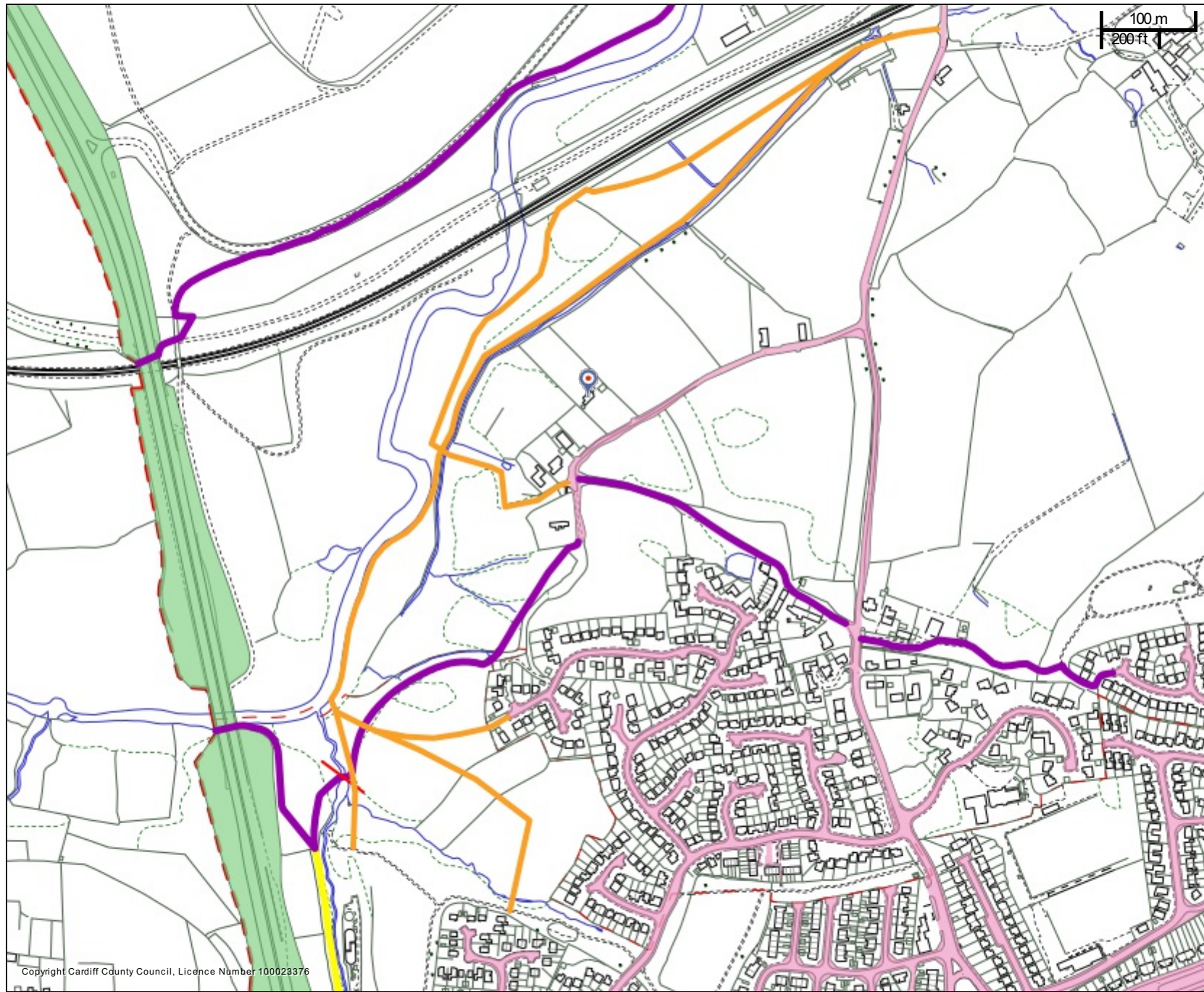
Date

The following appendices are attached:

The following background papers have been taken into account

1. Application Forms
2. Section 53 Applicant Evidence
3. Section 53 Application Interviews
4. Map of Footpaths
5. Site Notices
6. Mr Groves Objection (Page 1)
7. Mr Groves Objection (Page 2)
8. Dr Harris Objection
9. Confirmation of No Objection
10. PROW Letter to Mr Groves

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City of Cardiff Council
Cyngor Dinas Caerdydd



CHIEF EXECUTIVE
 Paul Orders
 County Hall
 Atlantic Wharf
 Cardiff CF10 4UW
 Tel: 029 20872000

Section 53 Ely River Paths
 Scale: 1:6000
 Printed on: 7/12/2016 at 14:42 PM

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Applications decided by Delegated Powers between 01/11/2016 and 30/11/2016

Total Count of Applications: 220

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|-------------------------|---|--|-------------------------------|--------------------------------|--------------------|----------------------|
| 16/02609/MJR | 28/10/2016 | Natural Resources Wales | REQUEST FOR OBSERVATIONS-APPLICATION FOR A MARINE LICENCE TO DREDGE AND/OR DISPOSE OF DREDGE MATERIAL | BARRY HARBOUR AND BASIN, VALE OF GLAMORGAN | 33 | True | Raise No Objection | 30/11/2016 |

ADAM

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|--|--|--|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/01732/MJR | 05/09/2016 | Cardiff and Vale University Health Board | THE WORKS PROPOSED TO BUILDINGS 12 AND 14, ARE: EXTENSION TO BUILDING 14; REPLACE THE WINDOWS IN BUILDING 14; ERECT WALL PROTECTION TO PART OF THE EASTERN ELEVATION; ERECT HOT WATER TANKS IN BUILDING 12 AND CONNECT TO BUILDING 14 VIA PIPING WALL ERECTED PIPING INCLUDING THE PROPOSED WALL PROTECTION TO THE FACADE OF BUILDING 14; AND RESURFACE COURTYARD ADJACENT TO THE BUILDINGS FOR USE AS A CAR PARK. | CARDIFF ROYAL INFIRMARY, NEWPORT ROAD, ADAMSDOWN, CARDIFF, CF24 0SZ | 74 | False | Permission be granted | 18/11/2016 |
| 16/02541/MJR | 28/10/2016 | Fusion Cardiff Metropolitan Ltd | AMENDMENTS TO GROUND FLOOR COMMUNAL LAYOUT, MINOR CHANGES TO CLADDING AND CURTAIN WALL AND NEW EXTRACT LOUVRES PREVIOUSLY APPROVED UNDER 14/02670/MJR | FORMER UNIVERSITY OF WALES INSTITUTE CARDIFF HOWARD GARDENS CAMPUS, HOWARD GARDENS, ADAMSDOWN, CARDIFF | 27 | True | Permission be granted | 24/11/2016 |

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|-----------------------|--|---|-------------------------------|--------------------------------|---------------------------|----------------------|
| 16/02461/MNR | 12/10/2016 | FERJANY | SINGLE STOREY FRONT EXTENSION | IHSAN EDUCATIONAL CENTRE, 90 BROADWAY, ADAMSDOWN, CARDIFF, CF24 1NH | 44 | True | Permission be granted | 25/11/2016 |
| A/16/00199/MNR | 14/10/2016 | TJX UK | INSTALLATION OF 4 X ADVERTISEMENT SIGNAGE (1 X FASCIA-SHOP FRONT NORTH WEST ELEVATION, 1 X FASCIA- SHOP FRONT NORTH WEST ELEVATION, 1 X FASCIA- SOUTH EAST REAR ELEVATION & 1 X FASCIA- SOUTH EAST REAR ELEVATION-BY GOODS IN DOORS) | UNIT 5, CITY LINK, NEWPORT ROAD, ADAMSDOWN, CARDIFF, CF24 1PQ | 47 | True | Permission be granted | 30/11/2016 |
| 16/02330/MNR | 27/09/2016 | Wong | CONVERSION OF FIRST FLOOR AND GROUND FLOOR REAR TO 4 FLATS WITH 2 STOREY REAR EXTENSION | 137-138 CLIFTON STREET, ADAMSDOWN, CARDIFF, CF24 1LY | 56 | True | Permission be granted | 22/11/2016 |
| 16/02341/MNR | 29/09/2016 | DRISCOLL | CHANGE OF USE OF EXISTING GROUND FLOOR SHOP TO TWO ONE BEDROOM APARTMENTS INCLUDING TWO STOREY EXTENSION | 17 METEOR STREET, ADAMSDOWN, CARDIFF, CF24 0HX | 54 | True | Permission be granted | 22/11/2016 |
| 16/02380/MNR | 03/10/2016 | North | TWO STOREY AND SINGLE STOREY REAR EXTENSIONS WITH REFURBISHMENT AND ALTERATIONS TO EXISTING FOUR NUMBER APARTMENTS | 117 PEARL STREET, ADAMSDOWN, CARDIFF, CF24 1PN | 50 | True | Permission be granted | 22/11/2016 |
| 16/02213/MNR | 20/09/2016 | GULLEY | DEMOLITION OF THE CITADEL JUNCTION OF PEARL STREET AND SPLOTT ROAD CARDIFF TO ENABLE REDEVELOPMENT OF THE SITE | THE CITADEL, PEARL STREET, ADAMSDOWN, CARDIFF, CF24 1HD | 49 | True | Prior Approval be granted | 08/11/2016 |
| 16/01759/MNR | 18/07/2016 | Network Rail | JACKING OF EXISTING FOOTBRIDGE, BRIDGE STRENGTHENING AND BRACING, AND ALTERATIONS TO BRIDGE PARAPETS | ADAMSDOWN FOOTBRIDGE (BLACK BRIDGE), ADAMSDOWN, CARDIFF | 114 | False | Prior Approval be granted | 09/11/2016 |

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|----------------|------------|--|---|--|----|------|--------------------------|------------|
| 16/02558/MNR | 26/10/2016 | Klump Investments Ltd C/O Castleforge Partners | CONSTRUCTION OF A TWO STOREY GLASS STRUCTURE ACCOMMODATING A NEW ENTRANCE LOBBY, CAFE (USE CLASS A3), ADDITIONAL OFFICE SPACE (USE CLASS B1), BREAKOUT AREAS AND ASSOCIATED WORKS | BRUNEL HOUSE, 2 FITZALAN ROAD, ADAMSDOWN, CARDIFF, CF24 0EB | 33 | True | Permission be granted | 28/11/2016 |
| A/16/00208/MNR | 27/10/2016 | Klump Investments Ltd C/O Castleforge Partners | 3 FASCIAS TO EXTENSION AND 3 FREE STANDING TOTEMS | BRUNEL HOUSE, 2 FITZALAN ROAD, ADAMSDOWN, CARDIFF, CF24 0EB | 32 | True | Permission be granted | 28/11/2016 |

BUTE

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|-------------------------------|-------------------|--|--|---|-----------------------------------|--|-----------------------------------|----------------------|
| 16/02089/MJR | 31/08/2016 | National Assembly for Wales | TEMPORARY SECURITY CHECKPOINT FOR DELIVERY VEHICLES ASSOCIATED WITH THE NATIONAL ASSEMBLY FOR WALES BUILDING, COMPRISING A CHANGE OF USE OF THE LAND AND THE INSTALLATION OF A SECURITY CABIN | LAND OFF BRITANNIA QUAY, CARDIFF BAY, CARDIFF, CF10 4PL | 68 | False | Permission be granted | 07/11/2016 |
| 16/02037/MJR | 19/08/2016 | Signature Living (Coal Exchange) Ltd | TO CARRY OUT A PROGRAMME OF WORKS TO REPAIR, REINSTATEMENT AND REPLACE, AS APPROPRIATE, THE WINDOWS, AND ASSOCIATED WORKS, ON THE EXTERNAL WALLS OF THE COAL EXCHANGE, CARDIFF AND ASSOCIATED WORKS | THE COAL EXCHANGE LIMITED, THE COAL EXCHANGE, MOUNT STUART SQUARE, BUTETOWN, CARDIFF, CF10 5EB | 101 | False | Permission be granted | 28/11/2016 |
| 16/02190/MJR | 12/09/2016 | Cardiff Community Housing Association and Morganstone Ltd. | DISCHARGE OF CONDITION 12 (HIGHWAYS SCHEME OF WORKS) OF 15/02597/MJR | LAND ADJACENT TO COUNTY HALL, SCHOONER WAY, ATLANTIC WHARF | 50 | True | Full Discharge of Condition | 01/11/2016 |

| | | | | | | | | |
|--------------|------------|--|--|---------------------------------------|----|------|-----------------------|------------|
| 16/02291/MJR | 28/09/2016 | Cardiff Community Housing Association and Morganstone Ltd. | AMEND THE BUILDING LINE OF FRONTAGE OF TOWNHOUSES PLOTS 17, 24, 25 AND 32 AS PER THE CGIS WHICH WERE APPROVED. A PROJECTION ON EACH OF THE AFOREMENTIONED PLOTS HAS BEEN INTRODUCED IN LINE WITH THE CGIS TO BOOKEND AND DEFINE THE CORNERS OF THE SOUTHERN TERRACES | LAND OFF SCHOONER WAY, ATLANTIC WHARF | 34 | True | Permission be granted | 01/11/2016 |
|--------------|------------|--|--|---------------------------------------|----|------|-----------------------|------------|

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|------------------------|---|---|-------------------------------|--------------------------------|-----------------------------|----------------------|
| 16/02344/MNR | 29/09/2016 | Techniquest | COVERING EXISTING PLANETARIUM DOME WITH REFLECTIVE, STICK ON PANELS | TECHNIQUEST, STUART STREET, CARDIFF BAY, CARDIFF, CF10 5BW | 50 | True | Permission be granted | 18/11/2016 |
| 16/02438/MNR | 10/10/2016 | R & L Golf Ltd. | DISCHARGE OF CONDITION 2 (STORAGE OF REFUSE CONTAINERS) OF 16/01916/MNR | UNIT 1, SOVEREIGN QUAY, HAVANNAH STREET, CARDIFF BAY, CARDIFF, CF10 5SF | 29 | True | Full Discharge of Condition | 08/11/2016 |
| A/16/00209/MNR | 02/11/2016 | BAILEY | CITROEN CI SIGNAGE | 1 EAST BAY CLOSE, ATLANTIC WHARF, CARDIFF, CF10 4SF | 26 | True | Permission be granted | 28/11/2016 |
| A/16/00207/MNR | 24/10/2016 | Redwood Investment Ltd | HOARDING IN FRONT OF SHOPFRONT FOR SHOPFITTING PURPOSE | UNIT 16, MERMAID QUAY, BUTE STREET, BUTETOWN, CARDIFF, CF10 5BZ | 25 | True | Permission be granted | 18/11/2016 |

CAER

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|-----------------------|------------------------------------|---|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/02538/DCH | 21/10/2016 | Williams | EXTENSION TO KITCHEN AND NEW STUDY | 10 BARNARD AVENUE, CAERAU, CARDIFF, CF5 5AU | 35 | True | Permission be granted | 25/11/2016 |

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|---------------------------------|--|---|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/02535/MNR | 24/10/2016 | Domino's Pizza UK & Ireland Plc | VARIATION OF CONDITION 4 OF 16/01255/MNR TO READ 'EXCEPT FOR THE DELIVERY OF FOOD ORDERS TO CUSTOMERS, THERE SHALL BE NO ARRIVAL, DEPARTURE, LOADING OR UNLOADING OF DELIVERY VEHICLES BETWEEN THE HOURS OF 20:00 AND 08:00' | 253 COWBRIDGE ROAD WEST, CAERAU, CARDIFF, CF5 5TD | 35 | True | Permission be granted | 28/11/2016 |

CANT

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|-----------------------|--|--|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/02127/DCH | 05/09/2016 | Patel | GROUND FLOOR REAR EXTENSION AND 2 STOREY SIDE EXTENSION. | 283 LANSDOWNE ROAD, CANTON, CARDIFF, CF5 1JR | 86 | False | Permission be granted | 30/11/2016 |
| 16/02357/DCH | 04/10/2016 | Newton | PROPOSED TWO STOREY REAR EXTENSION | 28 THOMPSON AVENUE, CANTON, CARDIFF, CF5 1EY | 48 | True | Permission be granted | 21/11/2016 |
| 16/02149/DCH | 12/09/2016 | Hartland | EXTENSION TO THE REAR OF THE PROPERTY | 1 LANSDOWNE AVENUE WEST, CANTON, CARDIFF, CF11 8FS | 56 | True | Permission be granted | 07/11/2016 |
| 16/02595/DCH | 27/10/2016 | Roberts | LOFT CONVERSION WITH HIP TO GABLE END ROOF EXTENSION AND REAR DORMER | 30 WINDWAY AVENUE, CANTON, CARDIFF, CF5 1AP | 34 | True | Permission be granted | 30/11/2016 |
| 16/02203/DCH | 29/09/2016 | Morgan | SIDE RETURN SINGLE STOREY EXTENTION TO CREATE KITCHEN DINER | 19 VICTORIA PARK ROAD EAST, CANTON, CARDIFF, CF5 1EG | 33 | True | Permission be granted | 01/11/2016 |
| 16/02319/DCH | 27/09/2016 | Servini | SINGLE STOREY SIDE EXTENSION | 2 EGHAM STREET, CANTON, CARDIFF, CF5 1FQ | 36 | True | Permission be granted | 02/11/2016 |

| | | | | | | | | |
|---------------------------|-------------------|------------------------------------|--|--|-------------------------------|--------------------------------|--------------------------------|----------------------|
| 16/02394/DCH | 04/10/2016 | Smith | PROPOSED BASEMENT EXTENSION AND ALTERATIONS TO PROPERTY | 572 COWBRIDGE ROAD EAST, CANTON, CARDIFF, CF5 1BP | 35 | True | Permission be granted | 08/11/2016 |
| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
| 16/02212/MJR | 19/09/2016 | Ely Bridge Developemnt Company Ltd | DISCHARGE OF CONDITION 8 (SAMPLING SCHEME TO ASSESS SOILS AND AGGREGATES WHICH MAY BE REUSED ON SITE) OF 14/02277/MNR | FORMER PAPER MILL ARJO WIGGINS, OLD MILL BUSINESS PARK, SANATORIUM ROAD, CANTON, CARDIFF, CF11 8DS | 70 | False | Full Discharge of Condition | 28/11/2016 |
| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
| 16/01980/MNR | | MCQUADE | GROUND & FIRST FLOOR REAR/SIDE EXTENSION, HIP TO GABLE ROOF EXTENSION, REAR DORMER AND CONVERSION TO FOUR FLATS | 47 LINCOLN STREET, CANTON, CARDIFF, CF5 1JX | | | Planning Permission be refused | 17/11/2016 |
| 16/01425/MNR | 04/07/2016 | Rhodes | CONVERSION OF EXISTING BUILDING TO A TWO BEDROOM DWELLING | 7 THURSTON STREET, CANTON, CARDIFF, CF5 1PN | 133 | False | Planning Permission be refused | 14/11/2016 |
| 16/01186/MNR | 16/05/2016 | Ely Bridge Development Company | FLOOD MITIGATION WORKS COMPRISING THE CONSTRUCTION OF A BUND AND WALL AND INCLUDING THE REGRADING OF THE EXISTING FOOTPATH. | SANATORIUM ROAD PLAYING FIELDS, SANATORIUM ROAD, CANTON | 171 | False | Permission be granted | 03/11/2016 |
| 16/02568/MNR | 25/10/2016 | Sag | AMENDED ELEVATIONS TO REGULARISE THE DIFFERENCES BETWEEN THE DEVELOPMENT AS BUILT ON SITE AND THE PREVIOUSLY APPROVED PLANS UNDER 16/00978/MNR | 505-507 COWBRIDGE ROAD EAST, CANTON, CARDIFF, CF5 1BB | 27 | True | Permission be granted | 21/11/2016 |

CATH

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|---|--|---|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/02306/DCH | 26/09/2016 | M.D. Walters Property | REAR EXTENSION | 5 MAY STREET, CATHAYS, CARDIFF, CF24 4EW | 56 | True | Permission be granted | 21/11/2016 |
| 16/02366/DCH | 04/10/2016 | Aseeley | PART DEMOLITION OF UNLAWFUL GROUND FLOOR REAR EXTENSION TO A PROJECTION OF 6.0M OFF THE MAIN REAR ELEVATION OF THE ORIGINAL DWELLING HOUSE | 12 FITZROY STREET, CATHAYS, CARDIFF, CF24 4BL | 51 | True | Permission be granted | 24/11/2016 |
| 16/02162/DCH | 27/09/2016 | Pontcanna Property Management Company Limited | CHANGE TO INTERNAL LAYOUT, LOFT CONVERSION, DORMA EXTENSION, GROUND FLOOR EXTENSION WITHIN P.D.O | 97 MAY STREET, CATHAYS, CARDIFF, CF24 4EZ | 48 | True | Permission be granted | 14/11/2016 |
| 16/02496/DCH | 18/10/2016 | Marshall | REAR SINGLE STOREY EXTENSION TO IMPROVE LIVING ACCOMODATION | 23 NANT Y WEDAL, CATHAYS, CARDIFF, CF14 3QU | 34 | True | Permission be granted | 21/11/2016 |
| 16/02742/DCH | 14/11/2016 | Abdalla | INCREASE LENGTH OF SINGLE STOREY REAR EXTENSION TO MATCH LENGTH OF APPROVED EXTENSION AT No. 66 MAINDY ROAD - PREVIOUSLY APPROVED UNDER 14/01980/DCH | 68 MAINDY ROAD, CATHAYS, CARDIFF, CF24 4HQ | 9 | True | Permission be granted | 23/11/2016 |
| 16/02534/DCH | 24/10/2016 | Patterson | GROUND FLOOR REAR EXTENSION WITH FIRST FLOOR ROOF TERRACE | 2 SENGHENNYDD ROAD, CATHAYS, CARDIFF, CF24 4AG | 37 | True | Permission be granted | 30/11/2016 |
| 16/02579/DCH | 01/11/2016 | Edwards | REAR EXTENSION | 1 LETTY STREET LANE, CATHAYS, CARDIFF, CF24 4FD | 29 | True | Permission be granted | 30/11/2016 |
| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |

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| 16/01775/MJR | 21/07/2016 | Investment Construction Limited | VARIATION OF CONDITIONS 2 (LIST OF APPROVED PLANS) AND 16 (PROVISION OF COMMUNAL FACILITIES) OF PLANNING PERMISSION 13/00531/DCI | CATHAYS MOSQUE, 33 CRWYS ROAD, CATHAYS, CARDIFF | 120 | False | Permission be granted | 18/11/2016 |
| 16/01515/MJR | 04/10/2016 | Sanguine Hospitality | REDISTRIBUTION TO FLOOR PLANS OF PREVIOUSLY GRANTED PLANNING APPLICATION (11/01877/DCI) WITH ADDITIONAL ROOMS (NOW 122 ROOMS IN TOTAL) AND ASSOCIATED SERVICES TO THE EXISTING BUILDING NOW WITHIN THE APPLICANTS DEMISE. THESE WORKS INCLUDE A CHANGE OF USE FROM CLASS A1 (MAJORITY OF WHICH ARE VACANT) TO CLASS C1. THE WORKS WILL REQUIRE SOME INTERNAL DEMOLITION AT GROUND FLOOR. | DOMINIONS HOUSE, DOMINIONS ARCADE, CITY CENTRE | 45 | True | Permission be granted | 18/11/2016 |
| 16/01736/MJR | 18/07/2016 | Watkin Jones | DISCHARGE OF CONDITIONS 11 (PROPOSED ELEVATIONS), 12 (MONITORING GASES), 13 (LAND CONTAMINATION), 14 (REMEDIATION STRATEGY), 20 (SITE PERMEABILITY), 26 (CYCLE PARKING), 31 (ARCHAEOLOGY), AND 32 (NESTING BIRDS) OF PLANNING PERMISSION 15/03097/MJR | LAND AND BUILDINGS BOUND BY BRIDGE STREET, CHARLES STREET AND WESLEY LANE, CARDIFF | 133 | False | Partial Discharge of Condition (s) | 28/11/2016 |
| 16/02177/MJR | 09/09/2016 | George Capital (Cardiff) Limited | CHANGE OF USE FROM USE CLASS A1 (RETAIL) TO USE CLASS A3 (FOOD AND DRINK) | 111 QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2BH | 66 | False | Permission be granted | 14/11/2016 |
| 16/01624/MJR | 04/07/2016 | Cardiff University | PROPOSED PEDESTRIAN / CYCLE BRIDGE ACROSS THE VALLEYS RAILWAY LINE BETWEEN COLUMN PLACE AND THE PUBLIC REALM TO BE DELIVERED WITHIN PHASE 3 OF THE CARDIFF UNIVERSITY POST-GRADUATE RESEARCH CAMPUS AND LEADING ONTO MAINDY ROAD AND ASSOCIATED LANDSCAPING AND ENGINEERING OPERATIONS. | LAND AT CARDIFF UNIVERSITY, MAINDY ROAD, CATHAYS, CARDIFF, CF24 4HQ | 129 | False | Permission be granted | 10/11/2016 |

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| 16/02058/MJR | 23/08/2016 | Hermes Property Unit trust | VARIATION OF CONDITION 2 (APPROVED PLANS) OF 16/00946/MJR - DRAWINGS TO BE CHANGED | 5-10, CHURCH STREET, CARDIFF | 76 | False | Permission be granted | 07/11/2016 |
| 16/01556/MJR | 30/06/2016 | Sarhan | TWO STOREY RESTAURANT WITH FOUR APARTMENTS ABOVE BEING FIVE FLOORS IN TOTAL | 34-35 CAROLINE STREET, CITY CENTRE, CARDIFF | 140 | False | Permission be granted | 17/11/2016 |
| 16/02378/MJR | 03/10/2016 | McDonald's Restaurant Ltd | INTERNAL REFURBISHMENT OF THE RESTAURANT | MCDONALDS, 28-29 ST MARY STREET, CITY CENTRE, CARDIFF, CF10 1AB | 43 | True | Permission be granted | 15/11/2016 |
| 16/02471/MJR | 17/10/2016 | Fusion Global Management LLP | CHANGE OF USE FROM A1 (RETAIL) TO A2 (FUSION STUDENTS ACCOMMODATION MARKETING SUITE AND LETTINGS) | 99 QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2BG | 28 | True | Permission be granted | 14/11/2016 |
| 16/02343/MJR | 28/09/2016 | Hermes Property Unit Trust | VARIATION OF CONDITION 2 OF 16/00945/MJR TO ALLOW SUBSTITUTION OF DRAWINGS | 5-10 CHURCH STREET, CITY CENTRE, CARDIFF | 40 | True | Permission be granted | 07/11/2016 |
| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
| 16/02326/MNR | 27/09/2016 | The Coop Group | REMOVAL OF APPROVED GLAZED DOORS TO THE ELEVATION FRONTING SENGHENNYDD ROAD AND THE INSERTION OF NEW GLAZED PANEL TO THE SHOPFRONT (SENGHENNYDD ROAD) PREVIOUSLY APPROVED UNDER 15/00963/MNR | STUDENTS UNION, SENGHENNYDD ROAD, CATHAYS PARK, CARDIFF, CF10 3QN | 56 | True | Permission be granted | 22/11/2016 |
| 16/02209/MNR | 13/09/2016 | Islam | RESIDENTIAL PROPERTY WITH 2 SELF CONTAINED FLATS & STUDIO FLAT | 56 RICHARDS STREET, CATHAYS, CARDIFF, CF24 4DB | 56 | True | Permission be granted | 08/11/2016 |
| 16/02298/MNR | 23/09/2016 | The Coop Group | THE ERECTION OF PLANT KIT TO BE SITUATED ON THE ROOF | STUDENTS UNION BUILDING, SENGHENNYDD ROAD, CATHAYS, CARDIFF, CF24 4AG | 54 | True | Permission be granted | 16/11/2016 |

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| 16/01953/MNR | 19/09/2016 | Kudos Ltd | CHANGE OF USE FROM RETAIL CLASS A1 TO RESTAURANT CLASS A3. GROUND AND FIRST FLOOR | 13 CASTLE STREET, CITY CENTRE, CARDIFF, CF10 1BS | 56 | True | Permission be granted | 14/11/2016 |
| 16/01470/MNR | 23/06/2016 | Family Choice | CHANGE OF USE OF PART GROUND FLOOR AS AN A3 HOT FOOD TAKEAWAY INCLUDING INSTALLATION OF A VERTICAL EXTRACTION DUCT AND RETAIN PART AS A1 RETAIL USE. | FAMILY CHOICE PRIVATE LIMITED, 96 SALISBURY ROAD, CATHAYS, CARDIFF, CF24 4AE | 139 | False | Permission be granted | 09/11/2016 |
| A/16/00193/MNR | 03/10/2016 | Food Programme Delivery Orchid Group | 1 X ILLUMINATED FASCIA LOGO ONLY 2 X NON-ILLUMINATED FASCIAS 2 X INTERNALLY ILLUMINATED PROJECTORS 1 X NON-ILLUMINATED WALL MOUNTED ALUMINIUM PANEL | STUDENTS UNION BUILDING, SENGHENNYDD ROAD, CATHAYS, CARDIFF, CF24 4AG | 56 | True | Permission be granted | 28/11/2016 |
| 16/01166/MNR | 17/05/2016 | Victoria Hall Limited | DISCHARGE OF CONDITION 11 (ACOUSTIC PLANNING REPORT) OF 16/00250/MNR | VICTORIA HALL STUDENT RESIDENCE, BLACKWEIR TERRACE, BLACKWEIR | 181 | False | Full Discharge of Condition | 14/11/2016 |
| 16/02375/MNR | 17/10/2016 | Associate Design Time Limited | SHOPFRONT WORKS AND AIR CONDITIONING PLANT TO ROOFTOP | 59-61 QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2AT | 32 | True | Permission be granted | 18/11/2016 |
| A/16/00202/MNR | 17/10/2016 | Ms Shumana Palit | SIGNAGE | BURGER KING, 2 GUILDHALL PLACE, CITY CENTRE, CARDIFF, CF10 1EB | 32 | True | Permission be granted | 18/11/2016 |
| A/16/00140/MNR | 14/10/2016 | Loreal | REPLACE 1 EXISTING FASCIA AND INSTALL 1 NEW FASCIA INSTALL 1 NEW BLADE SIGN | 2 ST DAVID'S DEWI SANT, HAYES ARCADE, CITY CENTRE, CARDIFF, CF10 2EJ | 26 | True | Permission be granted | 09/11/2016 |
| A/16/00205/MNR | 20/10/2016 | Jamie's Italian Ltd | INTERNALLY LED ILLUMINATED ROUNDEL SIGN (130CM H X 130CM W) | JAMIE'S ITALIAN, 43 THE HAYES, CITY CENTRE, CARDIFF, CF10 1GA | 36 | True | Permission be granted | 25/11/2016 |
| A/16/00211/MNR | 28/10/2016 | Aquascorp | NEW INTERNALLY ILLUMINATED FASCIA SIGNAGE | 2B TOWN WALL, CITY CENTRE, CARDIFF, CF10 2DQ | 33 | True | Permission be granted | 30/11/2016 |
| 16/02597/MNR | 28/10/2016 | Aquascorp | NEW SHOP FRONT | 2B TOWN WALL, CITY CENTRE, CARDIFF, CF10 2DQ | 33 | True | Permission be granted | 30/11/2016 |

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| 16/02117/DCH | 20/09/2016 | Davies | THE INSTALLATION OF AN AMATEUR RADIO MAST AND ANTENNA. | ROSE VILLA, HEOL CREIGIAU, CREIGIAU, CARDIFF, CF15 9NN | 56 | True | Planning Permission be refused | 15/11/2016 |
| 16/02553/DCH | 24/10/2016 | Sutton | CONSTRUCTION OF A FIRST FLOOR EXTENSION AT THE SIDE EXISTING PROPERTY AND A NEW SINGLE STOREY PORCH AT THE FRONT OF THE PROPERTY | 9 LLYS DEWI, CREIGIAU, CARDIFF, CF15 9JY | 37 | True | Permission be granted | 30/11/2016 |

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| 16/02308/DCH | 26/09/2016 | Chong | SINGLE STOREY DETACHED GARAGE/STORE | 28 CEFN COED AVENUE, LAKESIDE, CARDIFF, CF23 6HG | 60 | False | Permission be granted | 25/11/2016 |
| 16/02323/DCH | 27/09/2016 | Walsh | TO RAISE ROOF RIDGE BT APPROX. 900mm LOFT CONVERSION PORCH ON FRONT ELEVATION SINGLE STOREY EXTENSION AT REAR | 12 DUFFRYN AVENUE, LAKESIDE, CARDIFF, CF23 6LF | 59 | False | Planning Permission be refused | 25/11/2016 |
| 16/02294/DCH | 28/09/2016 | Singh | LOFT CONVERSION WITH SINGLE STOREY EXTENSION ON DEMOLISHED EXISTING GARAGE | 52 HAMPTON CRESCENT EAST, CYNCOED, CARDIFF, CF23 6RG | 47 | True | Permission be granted | 14/11/2016 |
| 16/02355/DCH | 05/10/2016 | Poontaub | PROPOSED SINGLE STOREY REAR EXTENSION AND ENTRANCE PORCH TO FRONT. LOFT CONVERSION TO COMPRISE HIP TO GABLE CONVERSION WITH DORMER TO REAR | 25 LLANDENNIS ROAD, CYNCOED, CARDIFF, CF23 6EE | 44 | True | Permission be granted | 18/11/2016 |

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| 16/02523/DCH | 25/10/2016 | Gaccon | SINGLE STOREY SOLID ROOF EXTENSION TO PRINCIPLE ELEVATION | 49 DAN-Y-COED ROAD, CYNCOED, CARDIFF, CF23 6ND | 31 | True | Permission be granted | 25/11/2016 |
| 16/02488/DCH | 17/10/2016 | Davis | SINGLE STOREY REAR EXTENSION AND ALTERATIONS | 128 RHYD Y PENAU ROAD, CYNCOED, CARDIFF, CF23 6PW | 32 | True | Permission be granted | 18/11/2016 |
| 16/02459/DCH | 12/10/2016 | LONG | TWO STOREY SIDE EXTENSION WITH REAR NEW ORANGERY & INTERNAL ALTERATIONS AT FIRST FLOOR PROVIDING NEW LARGER DORMER AT REAR | 31 BETTWS-Y-COED ROAD, CYNCOED, CARDIFF, CF23 6PH | 34 | True | Permission be granted | 15/11/2016 |

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| 16/00798/MNR | 08/04/2016 | Cardiff Golf Club | DISCHARGE OF CONDITION 4 (DRAINAGE) OF PLANNING PERMISSION 15/00972/MNR | CARDIFF GOLF CLUB, SHERBORNE AVENUE, CYNCOED, CARDIFF, CF23 6SJ | 207 | False | Full Discharge of Condition | 01/11/2016 |
| 16/02641/MNR | 04/11/2016 | JONES | DISCHARGE OF CONDITION 4 (SAMPLES), 8, 9, 10 (CODE FOR SUSTAINABLE HOMES) OF 13/01530/DCO | AYLWARD, PARK END LANE, CYNCOED, CARDIFF, CF23 6JW | 7 | True | Full Discharge of Condition | 11/11/2016 |

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| 16/02345/DCH | 04/10/2016 | Cogan | SIDE SINGLE-STOREY LEAN-TO EXTENSION | 26 BARNWOOD CRESCENT, ELY, CARDIFF, CF5 4TA | 30 | True | Permission be granted | 03/11/2016 |

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| 16/02398/MNR | 11/10/2016 | City of Cardiff Council | EXTENSIONS TO CREATE NEW ENTRANCE AND ACCOMMODATE NEW LIFT SHAFT AND MINOR ALTERATIONS | ELY DAY CENTRE FOR THE ELDERLY, 89 GRAND AVENUE, ELY, CARDIFF, CF5 4LF | 50 | True | Permission be granted | 30/11/2016 |
| A/16/00195/MNR | 14/10/2016 | City of Cardiff Council | 1 X FASCIA TYPE SIGNAGE TO ENTRANCE WALL TO SHOW DAY CENTRE NAME AND LOGO | ELY DAY CENTRE FOR THE ELDERLY, 89 GRAND AVENUE, ELY, CARDIFF, CF5 4LF | 47 | True | Permission be granted | 30/11/2016 |
| 16/02364/MNR | 30/09/2016 | Khan | CHANGE OF USE OF FIRST FLOOR FROM OFFICE USE TO RESIDENTIAL USE | 41 WILSON ROAD, ELY, CARDIFF, CF5 4LL | 39 | True | Permission be granted | 08/11/2016 |

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| 16/02325/DCH | 27/09/2016 | Sprudd | REAR EXTENSION | 42 PLAS MAWR ROAD, FAIRWATER, CARDIFF, CF5 3JX | 41 | True | Permission be granted | 07/11/2016 |
| 16/02491/DCH | 18/10/2016 | Williams | TWO STOREY REAR AND SIDE EXTENSIONS | 155 BWLCH ROAD, FAIRWATER, CARDIFF, CF5 3EE | 38 | True | Planning Permission be refused | 25/11/2016 |
| 16/02354/DCH | 29/09/2016 | Davison Sebry | DEMOLITION OF SINGLE STOREY EXTENSIONS AND DELAPIDATED SINGLE GARAGE CONSTRUCTION OF SMALL EXTENSIONS TO SIDE AND REAR AND CONSTRUCTION OF NEW GARAGE | 87 ST FAGANS ROAD, FAIRWATER, CARDIFF, CF5 3AE | 39 | True | Permission be granted | 07/11/2016 |
| 16/02090/DCH | 11/10/2016 | Foward | DOUBLE STOREY REAR EXTENSION | 215 BWLCH ROAD, FAIRWATER, CARDIFF, CF5 3EE | 28 | True | Permission be granted | 08/11/2016 |

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| 16/02526/DCH | 20/10/2016 | Powditch | DEMOLITION OF GARAGE/KITCHEN/CONSERVATORY SINGLE STOREY FLAT ROOF EXTENSION TO FORM A NEW KITCHEN/DINING ROOM AREA UTILITY ROOM AND FAMILY ROOM | 6 CHERRY CLOSE, PENTREBANE, CARDIFF, CF5 3RQ | 32 | True | Permission be granted | 21/11/2016 |
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| 16/01545/MJR | 28/07/2016 | Greenwich Communities Ltd | DISCHARGE OF CONDITION 8 (IMPORTED TOPSOIL) OF 14/02770/MJR | LAND BETWEEN 53 AND 81 GORSE PLACE, FAIRWATER, CARDIFF | 117 | False | Full Discharge of Condition | 22/11/2016 |
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| 16/02249/MNR | 29/09/2016 | mydentist | RAMP FOR DISABLED ACCESS | FAIRWATER DENTAL PRACTICE, 50 PENTREBANE ROAD, PENTREBANE, CARDIFF, CF5 3RE | 50 | True | Permission be granted | 18/11/2016 |
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| 16/02176/MNR | 07/09/2016 | S A Brain & Company Limited | ERECTION OF CHILDREN'S PLAY AREA | THE FAIRWATER, ST FAGANS ROAD, FAIRWATER, CARDIFF, CF5 3AH | 56 | True | Permission be granted | 02/11/2016 |
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| 16/02198/MNR | 19/09/2016 | Rees | INSTALLATION OF 2 NO. CONISTON 35 ALUMINIUM WALL MOUNTED CANOPIES | PENTREBANE PRIMARY SCHOOL, BEECHLEY DRIVE, PENTREBANE, CARDIFF, CF5 3SG | 45 | True | Permission be granted | 03/11/2016 |
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| 16/02494/DCH | 17/10/2016 | Syamalan | PROPOSED SINGLE STOREY EXTENSION TO CONSIST OF A LOUNGE AND DINING AREA | 8 VENTNOR PLACE, MYNACHDY, CARDIFF, CF14 3HH | 44 | True | Permission be granted | 30/11/2016 |
| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
| 16/01982/MNR | 15/08/2016 | Ahmed | CONVERSION OF SHOP TO 6 DWELLINGS WITH ALTERATIONS TO FRONT AND SIDE ELEVATIONS, PLUS SECOND FLOOR DORMER AND ROOF EXTENSION | 45-47 WHITCHURCH ROAD, GABALFA, CARDIFF, CF14 3JP | 102 | False | Planning Permission be refused | 25/11/2016 |
| 16/02244/MNR | 26/09/2016 | K & A Properties | CHANGE OF USE OF PART GROUND FLOOR RETAIL AREA TO A3 USE, TO FORM PART OF A3 USE OF 13 WHITCHURCH ROAD GROUND FLOOR | 11 WHITCHURCH ROAD, GABALFA, CARDIFF, CF14 3JN | 42 | True | Permission be granted | 07/11/2016 |
| 16/01829/MNR | 01/09/2016 | SAMUEL | PROPOSED CONVERSION OF 1ST FLOOR TO 4 SELF CONTAINED FLATS WITH ONSITE PARKING CYCLE, REFUSE AND AMENITY FACILITIES . CREATION OF NEW ACCESS FROM FRONT OF PROPERTY AT GROUND FLOOR LEVEL AND REPLACEMENT REAR ENCLOSED STAIRWELL. | HARMONY DESIGN INTERIORS, 61-65 WHITCHURCH ROAD, GABALFA, CARDIFF, CF14 3JP | 61 | False | Permission be granted | 01/11/2016 |
| 16/02219/MNR | 14/09/2016 | Bull | CHANGE OF USE A1 TO A3 | 112 WHITCHURCH ROAD, GABALFA, CARDIFF, CF14 3LY | 71 | False | Permission be granted | 24/11/2016 |
| 16/02489/MNR | 17/10/2016 | Daoud | TWO STOREY SIDE EXTENSION AND CONVERSION OF THREE BEDROOM HOUSE INTO FOUR SELF CONTAINED FLATS WITH EXTERNAL ALTERATIONS | 163 NORTH ROAD, MAINDY, CARDIFF, CF14 3AG | 31 | True | Permission be granted | 17/11/2016 |

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| 16/02281/DCH | 27/09/2016 | Gehlan | VARIATION OF CONDITION 2 OF 16/01072/DCH - APPROVED PLANS | 4 AVONDALE CRESCENT, GRANGETOWN, CARDIFF, CF11 7DE | 55 | True | Permission be granted | 21/11/2016 |

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| 16/02201/MJR | 14/09/2016 | Cardiff Marine Group Limited | REMOVE AND RE-DRIVE ONE EXISTING PILE AND DRIVE ONE NEW ADDITIONAL PILE | CARDIFF MARINA, WATKISS WAY, GRANGETOWN, CARDIFF, CF11 0JL | 75 | False | Permission be granted | 28/11/2016 |
| 16/01379/MJR | 03/06/2016 | Helium Miracle 113 Limited | DISCHARGE OF CONDITIONS 21 (EXTRACTION OF FUMES), 27 (TRAVEL PLAN) AND 28 (EVENT MANAGEMENT PLAN) OF 12/01861/DCI | INTERNATIONAL SPORTS VILLAGE, OLYMPIAN DRIVE, GRANGETOWN | 153 | False | Full Discharge of Condition | 03/11/2016 |
| 16/02274/MJR | 30/09/2016 | DS Properties Ltd | DISCHARGE OF CONDITION 10 (CCTV SPECIFICATION) OF 15/00225/MJR | TRAMSHED, PENDYRIS STREET, GRANGETOWN, CARDIFF, CF11 6QP | 48 | True | Full Discharge of Condition | 17/11/2016 |

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| 16/02270/MNR | 21/09/2016 | Kawecki | CONVERSION OF EXISTING COACH HOUSE INTO 2 BED SELF CONTAINED DWELLING | 16 BLAENCLYDACH STREET, GRANGETOWN, CARDIFF, CF11 7BB | 55 | True | Planning Permission be refused | 15/11/2016 |
| 16/02339/MNR | 28/09/2016 | Driscoll | CONVERSION OF COACH HOUSE INTO A SEPARATE 2 BEDROOM DWELLING | THE COACH HOUSE, 14 PENTRE GARDENS, GRANGETOWN, CARDIFF, CF11 6QG | 56 | True | Permission be granted | 23/11/2016 |

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| 16/02408/MNR | 05/10/2016 | Donnelly | CHANGE PROPERTY FROM A MIXED USE COMMERCIAL PREMISES AND RESIDENTIAL FLAT UPSTAIRS TO A SINGLE DOMESTIC DWELLING | 140 PAGET STREET, GRANGETOWN, CARDIFF, CF11 7LA | 41 | True | Permission be granted | 15/11/2016 |
| 16/01427/MNR | 30/06/2016 | Fiddes & Sons Ltd | REAR EXTENSION TO 4No INDUSTRIAL UNITS AT BRINDLEY ROAD | BRINDLEY HOUSE, BRINDLEY ROAD, LECKWITH, CARDIFF, CF11 8TX | 140 | False | Permission be granted | 17/11/2016 |
| 16/02080/MNR | 18/09/2016 | Mach | CONVERT PROPERTY INTO A HOUSE IN MULTIPLE OCCUPATION. THE HOUSE IN MULTIPLE OCCUPATION WOULD COMPRISE A LIVE-IN LANDLORD AS WELL AS THREE TENANTS | 8 BRADFORD STREET, GRANGETOWN, CARDIFF, CF11 7BZ | 54 | True | Permission be granted | 11/11/2016 |
| 16/02200/MNR | 19/09/2016 | Wilko retail Ltd | PROPOSED SHOPFRONT AND CUSTOMER ENTRANCE | FORMER BRANTANO UNIT A LEFT, CARDIFF BAY RETAIL PARK, FERRY ROAD, GRANGETOWN, CARDIFF, CF11 0JR | 51 | True | Permission be granted | 09/11/2016 |

HEAT

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02243/DCH | 19/09/2016 | Shea | DEMOLITION OF AN EXISTING GARAGE, AND THE ERECTION OF A TWO STOREY EXTENSION AND A SINGLE STOREY DETACHED GARDEN ROOM, WITH ANCILLARY EXTERNAL WORKS | 99 KING GEORGE V DRIVE NORTH, HEATH, CARDIFF, CF14 4EH | 56 | True | Permission be granted | 14/11/2016 |
| 16/02183/DCH | 14/09/2016 | Bevan | SINGLE STOREY SIDE & REAR EXTENSION, HIP TO GABLE ROOF CONVERSION WITH ROOF LIGHTS AND FIRST FLOOR REAR EXTENSION | 20 TY-WERN ROAD, RHIWBINA, CARDIFF, CF14 6AB | 48 | True | Permission be granted | 01/11/2016 |
| 16/02283/DCH | 27/09/2016 | Bebb | GROUND FLOOR SIDE AND REAR EXTENSIONS | 75 HEATH PARK AVENUE, HEATH, CARDIFF, CF14 3RG | 51 | True | Permission be granted | 17/11/2016 |

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| 16/02271/DCH | 22/09/2016 | Jones | DOUBLE EXTENSION TO SIDE AND REAR OF PROPERTY | 75 ST ANTHONY ROAD, HEATH, CARDIFF, CF14 4DG | 56 | True | Permission be granted | 17/11/2016 |
| 16/02401/DCH | 05/10/2016 | Willis | PROPOSED SINGLE STOREY LEAN-TO REAR EXTENSION | 60 HOMELANDS ROAD, BIRCHGROVE, CARDIFF, CF14 1UJ | 35 | True | Permission be granted | 09/11/2016 |
| 16/02427/DCH | 07/10/2016 | Terrett | SINGLE STOREY REAR AND FRONT/SIDE EXTENSION | 61 HOMELANDS ROAD, BIRCHGROVE, CARDIFF, CF14 1UH | 31 | True | Permission be granted | 07/11/2016 |
| 16/02475/DCH | 14/10/2016 | Touse | SINGLE STOREY REAR EXTENSION | 37 HEATHWOOD ROAD, HEATH, CARDIFF, CF14 4JL | 38 | True | Permission be granted | 21/11/2016 |
| 16/02602/DCH | 28/10/2016 | Ahmed | HIP TO GABLE ROOF EXTENSION, REAR DORMER SET BACK 300MM FROM ORIGINAL MAIN HOUSE REAR WALL AND VELUX ROOF LIGHT TO FRONT NOT EXCEEDING 150MM ABOVE ROOF PLANE AND ALTERATIONS TO GROUND FLOOR OPENINGS | 18 MANOR WAY, WHITCHURCH, CARDIFF, CF14 1RG | 33 | True | Permission be granted | 30/11/2016 |

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02727/MJR | 11/11/2016 | Lakeside Properties Ltd | VARIATION OF CONDITION 1 OF PLANNING PERMISSION 16/00007/MNR TO OMIT THE REFERENCE TO THE APPROVAL OF DETAILS OF THE LAYOUT, SCALE, AND THE MEANS OF ACCESS THERETO, BEING OBTAINED FROM THE LPA IN WRITING BEFORE ANY DEVELOPMENT IS COMMENCED | 149 HEATHWOOD ROAD, HEATH, CARDIFF, CF14 4BL | 0 | True | Permission be granted | 11/11/2016 |
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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02464/MNR | 13/10/2016 | Punch Taverns | THE INSTALLATION OF NEW 6FT HIGH BOX HEDGING TO THE LEFT ELEVATION OF THE FRONT PATIO SEATING AREA, NEW 1800MM HIGH CLOSE BOARDED FENCE AND A 900MM HIGH PICKET FENCE WITH GATE AND BOLT | NEW INN, CAERPHILLY ROAD, BIRCHGROVE, CARDIFF, CF14 4AE | 29 | True | Permission be granted | 11/11/2016 |
| A/16/00201/MNR | 20/10/2016 | PUNCH TAVERNS | ERECTION OF REPLACEMENT ILLUMINATED AND NON ILLUMINATE SIGNS TO THE EXTERIOR OF THE BUILDING | NEW INN, CAERPHILLY ROAD, BIRCHGROVE, CARDIFF, CF14 4AE | 22 | True | Permission be granted | 11/11/2016 |

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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|-----------------------|---|---|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/02453/MNR | 13/10/2016 | Mathias | VARIATION OF CONDITION 2 TO ALLOW SUBSTITUTION OF PLANS NUMBERED (PL)101 C, 102 E, 201 A, 202 B, 205 E, 206 F, 207 B, 901 B AND 902 A AND AMEND CONDITION 3 SO THAT WINDOWS CAN BE INSERTED IN ELEVATIONS CONTRARY TO PLANNING PERMISSION 10/01008E | WATERWAYS, LISVANE ROAD, LISVANE, CARDIFF, CF14 0SF | 48 | True | Permission be granted | 30/11/2016 |

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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02370/DCH | 03/10/2016 | Hartshorn | REAR SINGLE STOREY FLAT ROOF EXTENSION | 1 COTTAGE CLOSE, LLANISHEN, CARDIFF, CF14 9BZ | 43 | True | Permission be granted | 15/11/2016 |
| 16/02582/DCH | 26/10/2016 | DAY | SINGLE STOREY REAR EXTENSION | 13 APOLLO CLOSE, THORNHILL, CARDIFF, CF14 9DP | 33 | True | Permission be granted | 28/11/2016 |

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| 16/02371/DCH | 03/10/2016 | Farrell | CONSTRUCTION OF FIRST FLOOR BEDROOM / DRESSING ROOM. DORMER EXTENSION,GARAGE CONVERSION AND ASSOCIATED PORCH INFILL. | 41 CHERITON DRIVE, LLANISHEN, CARDIFF, CF14 9DF | 36 | True | Permission be granted | 08/11/2016 |
| 16/02441/DCH | 10/10/2016 | Kerry | PROPOSED SINGLE STORY SIDE EXTENSION LINKING TO GARAGE CONVERSION | 49 HEOL Y BARCUD, THORNHILL, CARDIFF, CF14 9JB | 39 | True | Permission be granted | 18/11/2016 |
| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
| 16/02204/MNR | 16/09/2016 | Cardiff Cat Clinic | VARIATION OF CONDITION 2 (CAR PARKING) OF 01/02510/N | CARDIFF CAT CLINIC, BRIDGE HOUSE, STATION ROAD, LLANISHEN, CARDIFF, CF14 5UW | 63 | False | Permission be granted | 18/11/2016 |
| 16/02311/MNR | 26/09/2016 | Housing and Neighbourhood Renewal | DISCHARGE OF CONDITION 4 (HARD AND SOFT LANDSCAPING) OF 15/01713/MNR | 150 THORNHILL ROAD, LISVANE, CARDIFF, CF14 9UA | 52 | True | Full Discharge of Condition | 17/11/2016 |
| 16/02191/MNR | 13/09/2016 | Firs Laboratory R S R Ltd, | DISCHARGE OF CONDITION 11 (DRAINAGE) OF 16/00264/MNR | FIRS LABORATORY, R S R LTD, PARC TY GLAS, LLANISHEN, CARDIFF, CF14 5DU | 55 | True | Full Discharge of Condition | 07/11/2016 |
| 16/02112/MNR | 06/09/2016 | Firs Laboratory R S R Ltd, | DISCHARGE OF CONDITIONS 3 (HARD AND SOFT LANDSCAPING), CONDITION 10 (GAS PROTECTION MEASURES), CONDITION 12 (PROVISION OF CYCLE PARKING) OF PLANNING PERMISSION NUMBER 16/00264/MNR | FIRS LABORATORY, R S R LTD, PARC TY GLAS, LLANISHEN, CARDIFF, CF14 5DU | 56 | True | Partial Discharge of Condition (s) | 01/11/2016 |

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| 16/02185/DCH | 15/09/2016 | Driscoll | THE EXISTING ROOF TO BE RAISED TO ACCOMODATE A LOFT CONVERSION WITH A DORMER AT THE REAR ELEVATION | 47 RADYR COURT CLOSE, LLANDAFF, CARDIFF, CF5 2QG | 56 | True | Planning Permission be refused | 10/11/2016 |
| 16/02317/DCH | 30/09/2016 | Ruckley | SINGLE STOREY REAR EXTENSION WITH RAISED PATIO AREA | 19 PALACE AVENUE, LLANDAFF, CARDIFF, CF5 2DW | 55 | True | Permission be granted | 24/11/2016 |
| 16/02248/DCH | 19/09/2016 | Zhao | SINGLE STOREY REAR EXTENSION | 35 BISHOPS WALK, LLANDAFF, CARDIFF, CF5 2HA | 56 | True | Permission be granted | 14/11/2016 |
| 16/02260/DCH | 20/09/2016 | Raybould | RETENTION OF REPLACEMENT WINDOWS TO FRONT AND RETENTION OF ALTERATIONS TO FRONT DOOR | 3 PENEDRE, LLANDAFF, CARDIFF, CF5 2EH | 55 | True | Permission be granted | 14/11/2016 |
| 16/02454/DCH | 19/10/2016 | Akram | DORMER LOFT CONVERSION | 1 HOLGATE CLOSE, DANESCOURT, CARDIFF, CF5 2PE | 37 | True | Permission be granted | 25/11/2016 |
| 16/02388/DCH | 20/10/2016 | Fox | EXTENSION TO EXISTING SINGLE STOREY EXTENSION TO REAR OF DWELLING | 19 FAIRWATER GROVE WEST, LLANDAFF, CARDIFF, CF5 2JN | 32 | True | Permission be granted | 21/11/2016 |
| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
| 16/01059/MJR | 01/06/2016 | Taylor Wimpey UK Limited | FULL DETAILS OF RESERVED MATTERS FOR REDEVELOPMENT OF THE SITE FOR RESIDENTIAL DEVELOPMENT (364 NO. DWELLINGS) WITH NEW PUBLIC OPEN SPACE, LANDSCAPING AND HIGHWAYS INFRASTRUCTURE (INCLUDING ACCESSES AND PATHS), REQUIRING: THE DEMOLITION OF ALL EXISTING STRUCTURES, SITE CLEARANCE, SITE PREPARATION, THE INSTALLATION OF NEW SERVICES AND INFRASTRUCTURE AND OTHER ASSOCIATED WORKS AND ACTIVITIES | BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF, CF5 2YQ | 155 | False | Permission be granted | 03/11/2016 |

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| 16/01565/MNR | 01/08/2016 | Howell | CARDIFF WEST INTERCHANGE - BUS TRANSPORT HUB CHANGE OF USE FROM WASTE TRANSFER DEPOT TO NEW HIGHWAY INCORPORATING BUS TRANSPORT HUB | HOUSEHOLD WASTE RECYCLING CENTRE, WAUN GRON ROAD, LLANDAFF, CARDIFF, CF5 2JL | 92 | False | Permission be granted | 01/11/2016 |
| 16/02257/MNR | 27/09/2016 | Lau | CHANGE OF USE OF GROUND FLOOR TAKE AWAY TO RESIDENTIAL TO BE INCORPORATED INTO EXISTING RESIDENTIAL UNIT. REAR ROOF EXTENSION, REPLACEMENT OF DOORS AND WINDOWS AND OTHER ALTERATIONS | GREAT WALL CHINESE TAKE AWAY, 11 HIGH STREET, LLANDAFF, CARDIFF, CF5 2DX | 49 | True | Permission be granted | 15/11/2016 |

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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|-----------------------|---|--|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/02423/DCH | 07/10/2016 | Hill | PROPOSED 2 STOREY SIDE EXTENSION AND REPLACEMENT PORCH TO THE FRONT | 43 CORNELLY CLOSE, LLANDAFF NORTH, CARDIFF, CF14 2HS | 49 | True | Permission be granted | 25/11/2016 |

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 15/00676/MNR | 20/03/2015 | Palmer | CHANGE OF USE OF PART OF THE CAR PARK AT THE RAILWAY HOTEL PUBLIC HOUSE TO A HAND CAR WASH AND VALETING SITE | THE RAILWAY HOTEL, 132 STATION ROAD, LLANDAFF NORTH, CARDIFF, CF14 2FH | 609 | False | Planning Permission be refused | 18/11/2016 |

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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02286/MNR | 29/09/2016 | Lane | CONSTRUCTION OF DETACHED 1/2 BED DWELLING WITH ON SITE PARKING | REAR OF 126 LLANRUMNEY AVENUE, LLANRUMNEY, CARDIFF, CF3 4EA | 49 | True | Planning Permission be refused | 17/11/2016 |
| 16/02253/MNR | 12/10/2016 | HARRY | DEMOLITION OF SINGLE STOREY SIDE EXTENSION & ERECTION OF ATTACHED 2 STOREY DWELLING | 7 BLACKMOOR PLACE, LLANRUMNEY, CARDIFF, CF3 5TS | 34 | True | Permission be granted | 15/11/2016 |

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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|----------------------------|--|--|-------------------------------|--------------------------------|------------------------------------|----------------------|
| 16/02472/MJR | 17/10/2016 | Persimmon Homes East Wales | RE-POSITIONING OF PLOTS IN ORDER TO ACCOMMODATE THE EXTENT OF THE ADOPTED HIGHWAY PREVIOUSLY APPROVED UNDER 15/03158/MJR | FORMER LLANEDEYRN SHOPPING CENTRE, MAELFA, LLANEDEYRN | 24 | True | Permission be granted | 10/11/2016 |
| 16/02479/MJR | 18/10/2016 | Jehu Project Services Ltd. | DISCHARGE OF CONDITION 13 (TOPSOIL VALIDATION TESTING REPORT) OF 15/00176/MJR | PENTWYN COMMUNITY EDUCATION CENTRE, BRYNHEULOG, PENTWYN, CARDIFF | 14 | True | Full Discharge of Condition | 01/11/2016 |
| 16/02550/MJR | 24/10/2016 | Persimmon Homes East Wales | DISCHARGE OF CONDITION 32 (SITE ACCESS, FOOTWAYS, CROSSINGS) OF 15/03158/MJR | LLANEDEYRN SHOPPING CENTRE, MAELFA, LLANEDEYRN | 37 | True | Partial Discharge of Condition (s) | 30/11/2016 |

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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02238/DCH | 16/09/2016 | Franklin | RENEW EXISTING WOODEN SLIDING SASH WINDOWS WITH NEW DOUBLE GLAZED WOODEN SLIDING SASH WINDOWS | 18 SANDRINGHAM ROAD, ROATH, CARDIFF, CF23 5BJ | 54 | True | Permission be granted | 09/11/2016 |
| 16/02303/DCH | 26/09/2016 | WELSH | PROPOSED LOFT CONVERSION WITH DORMER | 23 BARON'S COURT ROAD, PENYLAN, CARDIFF, CF23 9DF | 49 | True | Permission be granted | 14/11/2016 |
| 16/02000/DCH | 22/08/2016 | Jones | TO REMOVE EXISTING LEAN-TO AT THE OF 19 STURMINSTER ROAD AND EXTEND IT FURTHER TO THE REAR 3.5 METERS WITH PITCHED ROOF. | 19 STURMINSTER ROAD, ROATH, CARDIFF, CF23 5AQ | 72 | False | Permission be granted | 02/11/2016 |
| 16/02385/DCH | 04/10/2016 | Smith | DEMOLITION OF THE EXISTING SINGLE STOREY GARAGE, AND ERECTION OF A NEW SINGLE STOREY GARAGE WITH COVERED ENTERTAINMENT AREA. ALL WITHIN BOUNDARY OF PROPERTY | 35 COLCHESTER AVENUE, PENYLAN, CARDIFF, CF23 9BN | 45 | True | Permission be granted | 18/11/2016 |
| 16/02560/DCH | 25/10/2016 | Charles/Cummings | PROPOSED SINGLE STOREY REAR EXTENSION | 29 STALLCOURT AVENUE, PENYLAN, CARDIFF, CF23 5AL | 31 | True | Permission be granted | 25/11/2016 |

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/01506/MJR | 20/06/2016 | Natural Resources Wales | DISCHARGE OF CONDITIONS 3 (PHASING OF DEVELOPMENT), 13 (TREES), 14 (LANDSCAPE), 16 (SOIL) AND 25 (DETAILS OF FURNITURE) OF PLANNING PERMISSION NUMBER 15/02501/MJR | ROATH BROOK, WATERLOO ROAD, ROATH | 156 | False | Full Discharge of Condition | 23/11/2016 |
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| A/16/00196/MNR | 05/10/2016 | YMCA HA Ltd | SHOP FRONT (WALL/FASCIA HUNG) FLAT SIGNAGE INC. CORPORATE LOGO | UNIT N2, COLCHESTER AVENUE INDUSTRIAL ESTATE, COLCHESTER AVENUE, PENYLAN, CARDIFF, CF23 9AP | 56 | True | Permission be granted | 30/11/2016 |
| A/16/00179/MNR | 26/08/2016 | Sofology | INSTALLATION OF 3 NO INTERNALLY ILLUMINATED (TEXT ONLY) FASCIA SIGNS | SOFOLGY, 477 NEWPORT ROAD, PENYLAN, CARDIFF, CF23 9AA | 76 | False | Permission be granted | 10/11/2016 |
| 16/02455/MNR | 12/10/2016 | ABBAS | FIRST FLOOR REAR EXTENSION AND CONVERSION TO 2 HOUSES | 50 GRAFTON CLOSE, PENYLAN, CARDIFF, CF23 9JB | 36 | True | Planning Permission be refused | 17/11/2016 |

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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02261/DCH | 22/09/2016 | Linc-Cymru Housing Association | REPLACEMENT WINDOWS TO FRONT ELEVATION | 49 NINIAN ROAD, ROATH, CARDIFF, CF23 5EH | 53 | True | Permission be granted | 14/11/2016 |
| 16/02012/DCH | 22/08/2016 | Amin | RETENTION OF DETACHED GARAGE/STORE. | 22 BEDFORD STREET, ROATH, CARDIFF, CF24 3BZ | 84 | False | Planning Permission be refused | 14/11/2016 |
| 16/02013/DCH | 22/08/2016 | Amin | DETACHED GARAGE/STORE | 20 BEDFORD STREET, ROATH, CARDIFF, CF24 3BZ | 84 | False | Planning Permission be refused | 14/11/2016 |
| 16/02014/DCH | 22/08/2016 | Amin | DETACHED GARAGE/STORE | 24 BEDFORD STREET, ROATH, CF24 3BZ | 84 | False | Planning Permission be refused | 14/11/2016 |
| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
| 16/02387/MNR | 04/10/2016 | Uzuegbunam | CHANGE OF USE FROM C3 TO C4 | 9 PLASNEWYDD ROAD, ROATH, CARDIFF, CF24 3EN | 52 | True | Permission be granted | 25/11/2016 |

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| 16/01915/MNR | 05/08/2016 | GREENMAPLE PROJECTS LTD | PROPOSED DEMOLITION OF REAR ANNEX, CONVERSION AND EXTENSION OF EXISTING PROPERTY TO FORM THREE SELF CONTAINED FLATS | 53 ELM STREET, ROATH, CARDIFF, CF24 3QS | 96 | False | Permission be granted | 09/11/2016 |
| 16/02056/MNR | 23/08/2016 | Coote | CHANGE OF USE FROM OFFICE/STORAGE TO RESIDENTIAL 2 BEDROOM PROPERTY | 131A COTTRELL ROAD, ROATH, CARDIFF, CF24 3EX | 72 | False | Permission be granted | 03/11/2016 |
| 16/02418/MNR | 06/10/2016 | AKHTAR | INSTALLATION OF A NEW SHOP FRONT | 19 ALBANY ROAD, ROATH, CARDIFF, CF24 3LH | 34 | True | Permission be granted | 09/11/2016 |
| 16/02406/MNR | 17/10/2016 | POWELL | CHANGE OF USE FROM B1 TO 3 FLATS WITH 2 GROUND A1/A2 USES WITH NEW SHOP FRONTS, ALTERATIONS TO WINDOWS WITH PROVISION OF DECORATIVE BALLUSTRADING | 6 VERE STREET, ROATH, CARDIFF, CF24 3DS | 29 | True | Permission be granted | 15/11/2016 |

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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/01977/DCH | 15/08/2016 | SHAH | SINGLE STOREY REAR EXTENSION | 23 GELLI FRONGOCH, PONTPRENNAU, CARDIFF, CF23 8QD | 80 | False | Permission be granted | 03/11/2016 |
| 16/02409/DCH | 11/10/2016 | White | SINGLE STOREY REAR EXTENSION | PENLAN, BEGAN ROAD, OLD ST MELLONS, CARDIFF, CF3 6XJ | 38 | True | Permission be granted | 18/11/2016 |
| 16/02422/DCH | 17/10/2016 | Wood | TWO STOREY SIDE EXTENSION, REMOVAL OF EXISITNG UPVC CONSERVATORY & SINGLE STOREY REAR GLAZED EXTENSION TO DINING ROOM | 1 AMBLECOTE CLOSE, PONTPRENNAU, CARDIFF, CF23 8BY | 32 | True | Permission be granted | 18/11/2016 |
| 16/02288/DCH | 22/09/2016 | Botten | RAMP ACCESS TO FRONT/SIDE | 18 ALMOND DRIVE, PONTPRENNAU, CARDIFF, CF23 8HD | 40 | True | Permission be granted | 01/11/2016 |

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|---|---|--|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/02113/MNR | 09/09/2016 | Williams | SINGLE STOREY EXTENSIONS AT THE SIDE AND REAR OF THE BUILDING TO INCREASE THE EXISTING SHOP AREA AND PROVIDE AN INCREASED FACILITIES SPACE IN THE STAFF AREAS AT THE REAR OF THE SERVICE STATION. | ST MELLONS SERVICE STATION, NEWPORT ROAD, OLD ST MELLONS, CARDIFF, CF3 5TZ | 59 | False | Permission be granted | 07/11/2016 |
| 16/02349/MNR | 29/09/2016 | Savills | PROPOSED MEZZANINE FLOOR AND A MINOR EXTERNAL ALTERATION | UNIT 8 CARDIFF GATE RETAIL PARK, DERING ROAD, PONTPRENNAU, CARDIFF, CF23 8NL | 46 | True | Permission be granted | 14/11/2016 |
| 16/02310/MNR | 28/09/2016 | European Scanning Group (Harley Street) Ltd | NEW EXTERNAL SCREENED PLANT ENCLOSURE AND ASSOCIATED PLANT FOR SCANNING CENTRE | UNIT G, CARDIFF GATE BUSINESS PARK, COPSE WALK, PONTPRENNAU, CARDIFF, CF23 8RB | 51 | True | Permission be granted | 18/11/2016 |

PONT/S

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|-----------------------|---|---|-------------------------------|--------------------------------|--------------------|----------------------|
| 16/02564/MNR | 25/10/2016 | Jones | REQUEST FOR OBSERVATIONS- EXTENSION OF THE PROFESSIONAL'S SHOP TO HOUSE GOLF SIMULATOR AND COFFEE STATION | ST MELLONS GOLF CLUB, NEWPORT ROAD, CARDIFF CF3 2XS | 23 | True | Raise No Objection | 17/11/2016 |

RADY

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02322/DCH | 28/09/2016 | Thomas | ALTERATIONS TO 16/01147/DCH - RAISING APPROVED REAR EXTENSION BY 220MM IN HEIGHT, AFTER CONCILIATION WITH STRUCTURAL SPECS AND BUILDING REGULATIONS. MINOR CHANGES IN THE UPDATED RESULTING 3 ELEVATIONS | 20 LLANTARNAM DRIVE, RADYR, CARDIFF, CF15 8GA | 55 | True | Permission be granted | 22/11/2016 |
| 16/02358/DCH | 30/09/2016 | Jones | REAR SINGLE STOREY EXTENSION TO LIVING SPACE | 3 CAE'R GRAIG, RADYR, CARDIFF, CF15 8RD | 40 | True | Permission be granted | 09/11/2016 |
| 16/02492/DCH | 18/10/2016 | Williams | SINGLE STOREY REAR EXTENSION AND GARAGE CONVERSION INTO STORE / STUDY ROOM | 36 RAVENSBROOK, MORGANSTOWN, CARDIFF, CF15 8LT | 31 | True | Permission be granted | 18/11/2016 |
| 16/02524/DCH | 19/10/2016 | Thomas | CONVERT INTEGRAL GARAGE INTO A LOUNGE. REPLACE GARAGE DOOR WITH WALL & UPVC DOUBLE GLAZED WINDOW TO MATCH EXISTING WINDOWS. | HILLCREST, 1D HEOL ISAF, RADYR, CARDIFF, CF15 8AF | 37 | True | Permission be granted | 25/11/2016 |
| 16/02476/DCH | 14/10/2016 | Sommers | NEW SINGLE STOREY EXTENSION TO REAR. NEW PORCH TO FRONT ELEVATION. EXISTING ACCESS DOOR TO DRIVEWAY TO BE BLOCKED UP AND REPLACED WITH WINDOW. PLUS ONE NEW ADDITIONAL WINDOW ALSO TO SIDE ELEVATION | 30 JUNCTION TERRACE, RADYR, CARDIFF, CF15 8ED | 38 | True | Permission be granted | 21/11/2016 |

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|---------------------------|-------------------|---|--|--|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/02556/MJR | 25/10/2016 | Redrow Homes (South Wales), Trustees of St Fagans No1&2 Trust | SUBSTITUTION OF PLAN IL29/09-23.4 (REV K) WITH IL1129/09-23.4 (REV L) - REVISION TO THE KEY OF PARAMETER PLAN 4 (HEIGHT), REFERRED TO IN CONDITIONS 2 AND 4 AND 37 OF 14/02157/MJR | Land North and South of Llantrisant Road, North West Cardiff | 15 | True | Permission be granted | 09/11/2016 |

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| 16/02320/MNR | 29/09/2016 | Co-operative Group Food Ltd | VARIATION OF CONDITION 4 (OPENING HOURS) OF 16/01167/MNR | NATIONAL WESTMINSTER BANK, 4 STATION ROAD, RADYR, CARDIFF, CF15 8BN | 49 | True | Permission be granted | 17/11/2016 |
| 16/02321/MNR | 29/09/2016 | Co-operative Group Food Ltd | VARIATION OF CONDITION 5 (DELIVERY TIMES) OF 16/01167/MNR | NATIONAL WESTMINSTER BANK, 4 STATION ROAD, RADYR, CARDIFF, CF15 8BN | 49 | True | Permission be granted | 17/11/2016 |
| 16/02214/MNR | 13/09/2016 | Boyes | DISCHARGE OF CONDITION 5 (ADDITIONAL DETAILS) OF 15/02690/MNR | BETHEL CHAPEL, CHAPEL ROAD, MORGANSTOWN, CARDIFF, CF15 8LL | 56 | True | Full Discharge of Condition | 08/11/2016 |
| 16/02646/MNR | 07/11/2016 | S. Pugh & Son (Garden Centre) Ltd | ALTERATIONS TO 16/00338/MNR TO REPOSITION EXTENSION TO FARM SHOP OUTLET | PUGHS GARDEN CENTRE, TY-NANT ROAD, MORGANSTOWN, CARDIFF, CF15 8LB | 11 | True | Planning Permission be refused | 18/11/2016 |
| 16/02318/MNR | 29/09/2016 | Co-operative Group Food Ltd | DISCHARGE OF CONDITION 6 (NOISE ASSESSMENT) OF 16/01167/MNR | NATIONAL WESTMINSTER BANK, 4 STATION ROAD, RADYR, CARDIFF, CF15 8BN | 40 | True | Full Discharge of Condition | 08/11/2016 |

RHIW

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
|---------------------------|-------------------|-----------------------|--|--|-------------------------------|--------------------------------|-----------------------|----------------------|
| 16/02411/DCH | 06/10/2016 | Stoyle | ROOF ALTERATIONS GARAGE/FRONT BAY/OPEN PORCH | 62 ARDWYN, PANTMAWR, CARDIFF, CF14 7HD | 50 | True | Permission be granted | 25/11/2016 |

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| 16/02217/DCH | 19/09/2016 | Martin | EXISTING GARAGE PREVIOUSLY DEMOLISHED, DEMOLISH EXISTING REAR LEAN TO BUILDING. PROPOSED SINGLE STOREY REAR EXTENSION. PROPOSED DOUBLE STOREY SIDE EXTENSION. . PROPOSED REAR DORMER CONSTRUCTION. NEW GARAGE | 1 LANSDOWNNE AVENUE, RHIWBINA, CARDIFF, CF14 6AT | 60 | False | Permission be granted | 18/11/2016 |
| 16/02158/DCH | 26/09/2016 | Williams | PROPOSED TWO STOREY FRONT ENTRANCE EXTENSION, FIRST FLOOR SIDE EXTENSION, SINGLE & TWO STOREY REAR EXTENSION WITH ASSOCIATED LATERAL ALTERATIONS | 63 HEOL-Y-COED, RHIWBINA, CARDIFF, CF14 6HQ | 53 | True | Permission be granted | 18/11/2016 |
| 16/02314/DCH | 29/09/2016 | Griffiths | TO CREATE WOODEN CRAFT WORKSHOP BUILDING WITHIN THE BOUNDARIES OF THE PROPERTY. | 28 CAEDELYN ROAD, WHITCHURCH, CARDIFF, CF14 1BH | 50 | True | Permission be granted | 18/11/2016 |
| 16/02264/DCH | 22/09/2016 | Lloyd | PROPOSED HIP TO GABLE ROOF EXTENSION & LOFT CONVERSION, ROOF TO BENEFIT FROM 3 NO VELUX CABRIO ROOF LIGHTS. PROPOSED FRONT PORCH WITH 1 NO VELUX ROOF LIGHT. | 78 BEULAH ROAD, RHIWBINA, CARDIFF, CF14 6LZ | 56 | True | Permission be granted | 17/11/2016 |
| 16/01561/DCH | 29/06/2016 | Roche | CONVERSION OF EXISTING ROOF SPACE TO LIVING ACCOMMODATION AND THE EXTENSION OF THE DWELLING TO THE REAR TO CREATE TWO LEVELS OF ACCOMMODATION (WITH THE UPPER LEVEL ALSO BEING WITHIN THE ROOF SPACE) | 8 GERNANT, RHIWBINA, CARDIFF, CF14 6NA | 141 | False | Permission be granted | 17/11/2016 |
| 16/02228/DCH | 16/09/2016 | Ladd | LOFT CONVERSION WITH HIP TO GABLE AND CHANGE OF TERRACOTTA ROOF TILES TO SLATE | 76 BEULAH ROAD, RHIWBINA, CARDIFF, CF14 6LZ | 56 | True | Permission be granted | 11/11/2016 |
| 16/01901/DCH | 10/08/2016 | Charlton | DOUBLE AND SINGLE STOREY EXTENSION TO THE REAR OF THE PROPERTY. | 14 LON ISA, RHIWBINA, CARDIFF, CF14 6ED | 86 | False | Permission be granted | 04/11/2016 |
| 16/01902/DCH | 10/08/2016 | Charlton | DOUBLE AND SINGLE STOREY EXTENSION TO THE REAR OF THE PROPERTY. | 14 LON ISA, RHIWBINA, CARDIFF, CF14 6ED | 86 | False | Permission be granted | 04/11/2016 |

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| 16/02032/DCH | 20/10/2016 | Williams | HIP TO GABLE ROOF EXTENSION WITH REAR ELEVATION DORMER AND ROOFLIGHTS TO FRONT ELEVATION | 68 WENALLT ROAD, RHIWBINA, CARDIFF, CF14 6SE | 33 | True | Permission be granted | 22/11/2016 |
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RIVE

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02101/DCH | 20/09/2016 | Jones | REPLACE OLD PVC WINDOWS (NOT ORIGINAL SASH) WITH ORIGINAL DESIGN SASH TO RESTORE VICTORIAN FEATURES OF PROPERTY. ONLY THE FRONT OF THE HOUSE IS IMPACTED(+7 WINDOWS IN TOTAL). 2 BAY WINDOWS (UPSTAIRS AND DOWN) PLUS SMALL SIDE WINDOW IN UPSTAIRS FRONT ROOM. | 16 HAMILTON STREET, RIVERSIDE, CARDIFF, CF11 9BP | 55 | True | Permission be granted | 14/11/2016 |
| 16/02395/DCH | 05/10/2016 | Jones | REDUCTION IN HEIGHT OF THE REAR ELEVATION EXTENSION, BOTH TO THE HIGHEST POINT AND AT THE EAVES. THE NEW HEIGHT OF THE FLAT ROOF WILL MATCH THE EXISTING. THE PITCH FROM FLAT ROOF TO EAVES WILL REMAIN AS IN APPROVED DRAWINGS - PREVIOUSLY APPROVED UNDER 16/00577/DCH | 212 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9JG | 35 | True | Permission be granted | 09/11/2016 |
| 16/01579/MJR | 05/07/2016 | Mr P Clarke | DISCHARGE OF CONDITION 6 (FUME EXTRACTION) OF PLANNING PERMISSION 10/01326/DCI | ST WINEFRIDES, ROMILLY CRESCENT, PONTCANNA, CARDIFF, CF11 9FA | 121 | False | Full Discharge of Condition | 03/11/2016 |

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| 16/01809/MNR | 09/09/2016 | GFSS Developments Ltd | CONVERSION OF EXISTING 3 STOREY 5 BEDROOM DWELLING INTO 4 NO. SEPARATE FLATS WITH A 2 STOREY REAR EXTENSION, DORMER AND COVERED ENCLOSURE AT THE REAR FOR REFUSE AND BIKE STORAGE | 1 RAWDEN PLACE, RIVERSIDE, CARDIFF, CF11 6LF | 56 | True | Planning Permission be refused | 04/11/2016 |
| 16/02470/MNR | 13/10/2016 | Guy | CHANGE OF USE OF GROUND AND UPPER FLOORS FROM OFFICES TO A DENTAL PRACTICE WITH CHANGE OF GROUND FLOOR REAR DOOR OF MAIN BUILDING TO A WINDOW TO MATCH EXISTING WINDOWS | 124 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9LQ | 43 | True | Permission be granted | 25/11/2016 |
| 16/01804/MNR | 25/07/2016 | Wills | EXTERNAL WORKS INCLUDING IMPROVEMENTS TO PAVING, LANDSCAPING AND BOUNDARY WALLS AS WELL AS THE CONSTRUCTION OF BIN STORES AND THE STOPPING UP OF TWO LANES WITHIN THE ESTATE. THERE ARE ALSO PORCHES TO BE DEMOLISHED AT THE REAR OF THE FLATS. | 1-72 SOUTH MORGAN PLACE, RIVERSIDE, CARDIFF | 123 | False | Permission be granted | 25/11/2016 |
| 16/01805/MNR | 25/07/2016 | Wills | PUBLIC REALM WORKS INCLUDE CONSTRUCTION OF NEW BOUNDARY WALLS TO THE ESTATE AND THE CONSTRUCTION OF 2 NEW BIN STORES. BUILDING WORKS INCLUDE CLADDING THE THREE BLOCKS' FACADES, THE REMOVAL OF PORCHES AND THE PITCHING OF A CURRENTLY FLAT ROOF. | EDINBURGH COURT FLATS 1-54, WYNDHAM PLACE, RIVERSIDE | 123 | False | Permission be granted | 25/11/2016 |
| A/16/00198/MNR | 12/10/2016 | Jalalia Mosque and Islamic Education Centre | SIGN DISPLAYED FOR TWO PERIODS A YEAR ANNOUNCING EID MUBARAK | JALALIA MOSQUE AND ISLAMIC EDUCATION CENTRE, MACHEN PLACE, RIVERSIDE, CARDIFF, CF11 6ER | 28 | True | Permission be granted | 09/11/2016 |

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| 16/02514/MNR | 20/10/2016 | Karran | CHANGE OF USE OF GROUND FLOOR FROM A1 TO A3 MICROPUB | 42 LLANDAFF ROAD, PONTCANNA, CARDIFF, CF11 9NJ | 28 | True | Permission be granted | 17/11/2016 |
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RUMN

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02412/DCH | 06/10/2016 | Parry | REMOVE EXISTING REAR EXTENSIONS AND CONSTRUCT A SLIGHTLY LARGER EXTENSION TO REAR | 20 CASTLE CRESCENT, RUMNEY, CARDIFF, CF3 4FU | 50 | True | Permission be granted | 25/11/2016 |
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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02642/MJR | 04/11/2016 | United Welsh Housing Association | DISCHARGE OF CONDITION 13 (CONSTRUCTION MANAGEMENT SCHEME) OF 14/02380/MJR | THE ROOFING YARD, NEW ROAD, RUMNEY, CARDIFF, CF3 3BN | 24 | True | Full Discharge of Condition | 28/11/2016 |
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| 16/02660/MJR | 08/11/2016 | United Welsh Housing Association | DISCHARGE OF CONDITION 26 (LANDSCAPING) OF 16/02660/MJR | THE ROOFING YARD, NEW ROAD, RUMNEY, CARDIFF, CF3 3BN | 17 | True | Full Discharge of Condition | 25/11/2016 |
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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02028/MNR | 14/09/2016 | Warren | DEMOLITION OF WORKSHOP AND CONSTRUCTION OF A TWO BED DOMESTIC DWELLING | 142A WENTLOOG ROAD, RUMNEY, CARDIFF, CF3 3EB | 56 | True | Planning Permission be refused | 09/11/2016 |
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| 16/02273/MNR | 23/09/2016 | Western Power Distribution | DEMOLITION OF THE EXISTING STORE BUILDING AND CONSTRUCTION OF AN EXTENSION TO THE EXISTING BUILDING UTILISING THE FOOTPRINT OF THE FORMER STORE | WESTERN POWER DISTRIBUTION, LAMBY WAY, WENTLOOG | 41 | True | Permission be granted | 03/11/2016 |
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SPLO

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| A/16/00190/MNR | 21/09/2016 | BUTCHER | NON ILLUMINATED SPONSORSHIP ACKNOWLEDGEMENT SIGN | ROUNDAABOUT AT OCEAN WAY, SPLOTT | 49 | True | Permission be granted | 09/11/2016 |
| 16/02329/MNR | 27/09/2016 | Verallo | ERECTION ATTACHED HOUSE AND REAR DETACHED GARAGE | 45 WILLOWS AVENUE, TREMORFA, CARDIFF, CF24 2SU | 56 | True | Permission be granted | 22/11/2016 |
| 16/02400/MNR | 05/10/2016 | Cheshire Pension Fund c/o Rockspring | PROPOSED DEMOLITION OF A INDUSTRIAL UNIT WITHIN AN INDUSTRIAL PARK. LAY NEW ROAD SURFACE WITHIN INDUSTRIAL ESTATE FOR SAFER VEHICLE ACCESS | UNITS 7 AND 8, ST CATHERINES PARK, PENGAM ROAD, TREMORFA, CARDIFF, CF24 2RZ | 56 | True | Permission be granted | 30/11/2016 |

TROW

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02468/DCH | 25/10/2016 | Smith | SINGLE STOREY EXTENSION TO THE REAR | 46 MAES-Y-CROCHAN, ST MELLONS, CARDIFF, CF3 0EW | 34 | True | Permission be granted | 28/11/2016 |

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| 16/02577/DCH | 26/10/2016 | Andrews | CONVERSION OF EXISTING GARAGE INTO A BATHROOM FACILITY FOR A VULNERABLE PERSON TO INCLUDE SHOWER AND BATH FACILITIES WITH A W/C AND WASH HAND BASIN ACCESS FROM REAR EXTENSION INTO SIDE GARAGE (TO BE FORMED) | 4 WHINCHAT CLOSE, ST MELLONS, CARDIFF, CF3 0PA | 33 | True | Permission be granted | 28/11/2016 |
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| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 15/00014/MNR | 05/01/2015 | Aldi Stores Limited | DISCHARGE OF CONDITIONS 17, 18 AND 19 (Outline Filling Specification) OF 14/01464/DCO | PROPOSED ALDI WAREHOUSE, CAPITAL BUSINESS PARK, WENTLOOG AVENUE, WENTLOOG | 673 | False | Full Discharge of Condition | 08/11/2016 |

WHI

| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
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| 16/02360/DCH | | DMJ PROPERTY LTD | RETENTION AND REPLACEMENT OF ROOF WINDOWS | 1 HEOL DON, WHITCHURCH, CARDIFF, CF14 2AR | | | Permission be granted | 30/11/2016 |
| 16/01981/DCH | 18/08/2016 | Bancroft | GROUND FLOOR REAR EXTENSION, SINGLE STOREY SIDE EXTENSION PLUS HIP TO GABLE DORMER EXTENSION | 4 PLAS-Y-LLAN, WHITCHURCH, CARDIFF, CF14 2AF | 99 | False | Permission be granted | 25/11/2016 |
| 16/02359/DCH | 30/09/2016 | DMJ PROPERTY LTD | PROPOSED RETENTION OF DETACHED GARAGES/STORE | 1 HEOL DON, WHITCHURCH, CARDIFF, CF14 2AR | 49 | True | Permission be granted | 18/11/2016 |

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| 16/02334/DCH | 27/09/2016 | Addicott | TWO STOREY SIDE AND REAR EXTENSIONS AND SINGLE STOREY SIDE EXTENSION AND PORCH OVERHANG PROVIDED TO THE FRONT ELEVATION WITH MATCHING ROOF COVERINGS | 31 WOODLAND ROAD, WHITCHURCH, CARDIFF, CF14 2BU | 52 | True | Permission be granted | 18/11/2016 |
| 16/02207/DCH | 13/09/2016 | Jones | LOFT CONVERSION WITH TWO DORMERS | 7 ELMGROVE ROAD, WHITCHURCH, CARDIFF, CF14 2BW | 56 | True | Permission be granted | 08/11/2016 |
| 16/02389/DCH | 18/10/2016 | Clements | DEMOLISH EXISTING ENTRANCE PORCH. CONSTRUCT NEW SINGLE STOREY ENTRANCE PORCH. CONSTRUCT NEW SINGLE STOREY EXTENSION TO REAR AND PARTIALLY TO SIDE OF EXISTING HOUSE. | 86 BISHOP'S ROAD, WHITCHURCH, CARDIFF, CF14 1LY | 30 | True | Permission be granted | 17/11/2016 |
| 16/02431/DCH | 14/10/2016 | Evans | SINGLE STOREY SIDE EXTENSION TO PROVIDE UTILITY ROOM ACCOMODATION | 2 CORYTON CLOSE, WHITCHURCH, CARDIFF, CF14 7ER | 34 | True | Permission be granted | 17/11/2016 |
| 16/02287/DCH | 05/10/2016 | Morgan | Retention of Blockwork Wall to Replace Timber Boundary Fence | BOD LAWEN, 106 PENDWYALLT ROAD, WHITCHURCH, CARDIFF, CF14 7EH | 40 | True | Permission be granted | 14/11/2016 |
| <u>Application Number</u> | <u>Registered</u> | <u>Applicant Name</u> | <u>Proposal</u> | <u>Location</u> | <u>Days taken to decision</u> | <u>8 Week target Achieved?</u> | <u>Decision</u> | <u>Decision Date</u> |
| 16/02356/MNR | 30/09/2016 | Woods | EXTENSION TO EXISTING BUNGALOW TO CREATE TWO SEMI-DETACHED DWELLINGS. | 16 HEOL GWRGAN, WHITCHURCH, CARDIFF, CF14 1PP | 45 | True | Permission be granted | 14/11/2016 |
| 16/02351/MNR | 29/09/2016 | Velindre NHS Trust | VARIATION OF CONDITION 1 OF PLANNING PERMISSION 13/02649/DCO (RETENTION OF EXISTING CAR PARK FOR A TEMPORARY PERIOD EXPIRING ON 31ST DECEMBER 2016) SUBSTITUTING 31ST DECEMBER 2019 FOR 31ST DECEMBER 2016 | WHITCHURCH HOSPITAL, PARK ROAD, WHITCHURCH, CARDIFF, CF14 7XB | 56 | True | Permission be granted | 24/11/2016 |

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|----------------|------------|--------------------|--|--|----|-------|--------------------------------|------------|
| 16/02186/MNR | 08/09/2016 | PMG 3 Ltd | ERECTION OF DRIVE -THROUGH COFFEE SHOP WITH ASSOCIATED PARKING AND LANDSCAPING | ASDA FILLING STATION, LONGWOOD DRIVE, WHITCHURCH, CARDIFF, CF14 7EW | 78 | False | Permission be granted | 25/11/2016 |
| 16/02245/MNR | 15/09/2016 | Kowser | VARIATION OF CONDITIONS 4 (OPENING HOURS) AND 5 (TAKE AWAY FOOD SALES) OF 92/00118/N | 77A MERTHYR ROAD, WHITCHURCH, CARDIFF, CF14 1DD | 64 | False | Planning Permission be refused | 18/11/2016 |
| A/16/00185/MNR | 13/10/2016 | Hey Diddle Griddle | RETENTION OF ALUMINIUM FASCIA PANELS TO BOTH ENDS OF BUILDING. | CARIAD KITCHEN REAR OF 17-19, PENLLINE ROAD, WHITCHURCH, CARDIFF, CF14 2AA | 27 | True | Permission be granted | 09/11/2016 |

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