



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

AGENDA

Committee	PWYLLGOR CYNLLUNIO
Date and Time of Meeting	DYDD MERCHER, 23 IONAWR 2019, 1.30 PM
Venue	YSTAFELL BWYLLGORA 4 - NEUADD Y SIR
Membership	Councillor Keith Jones (Cadeirydd) Councillors Lay, Ahmed, Asghar Ali, Congreve, Driscoll, Gordon, Hudson, Jacobsen, Jones-Pritchard a/ac Sattar

1 Ymddiheuriadau am Absenoldeb

2 Cofnodion

Cymeradwyo cofnodion y cyfarfod a gynhaliwyd ar 19 Rhagfyr 2018 fel cofnod cywir.

3 Datgan Buddiannau

I'w gwneud ar ddechrau'r eitem agenda dan sylw, yn unol â Chod Ymddygiad yr Aelodau.

4 Deisebau

Derbyniwyd deisebau ynghylch y ceisiadau canlynol yn unol â Rheol 14.2 Gweithdrefn Cyfarfodydd Pwyllgorau. Mae'r deisebwyr wedi cael gwybod bod ganddynt hawl i siarad ac mae'r ymgeiswyr/asiantau wedi cael gwybod bod ganddynt hawl i ateb:

Cais rhif, 18/02674/MNR, Cardiff Deep Clean Specialists Ltd Unedau, 1-4, Ty Mawr Lane, Ystum Taf.

5 Ceisiadau Rheoli Datblygu

a 18/02674/MNR, Cardiff Deep Clean Specialists Ltd Unedau, Tŷ Mawr, Gogledd Caerdydd

b 18/01639/MJR, Tir yn Ystâd Ddiwydiannol Lamby Way, Tredelerch

c 18/02698/MNR, 19 Llandennis Avenue, Cyncoed

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- d 18/02500/MJR, Canolfan Dysgu Oedolion Howardian, Hammond Way, Penylan
- e 18/02519/MJR, Ysgol Uwchradd y Dwyrain, Heol Casnewydd, Tredelerch
- 6 **Penderfynwyd ar y ceisiadau gan Bwerau a Ddirprwywyd – Rhagfyr 2018**
- 7 **Eitemau Brys (os oes rhai)**
- 8 **Dyddiad y cyfarfod nesaf - 13 Chwefror 2019 am 1:30pm**

Davina Fiore

Director Governance & Legal Services

Date: Dydd Iau, 17 Ionawr 2019

Contact: Kate Rees, 02920 872427, krees@caerdydd.gov.uk

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Mae'r dudalen hon yn cael ei adael yn wag yn fwriadol

PLANNING COMMITTEE

19 DECEMBER 2018

Present: Councillor Keith Jones(Chairperson)
Councillors Lay, Asghar Ali, Driscoll, Gordon, Hudson,
Jacobsen, Jones-Pritchard and Sattar

46 : APOLOGIES FOR ABSENCE

Councillors Ali Ahmed and Congreve

47 : MINUTES

The minutes of the 21 November 2018 were approved as a correct record.

48 : DECLARATIONS OF INTEREST

COUNCILLOR	ITEM	REASON
HUDSON	18/01769/MJR	Personal
JONES-PRITCHARD	18/02428/MNR	Prejudicial
JONES-PRITCHARD	18/02528/MNR	Prejudicial
JONES-PRITCHARD	198 Manor Way	Prejudicial

49 : PETITIONS

- (i) Application no, 18/02078/DCH, 14 High Street, Llandaff
- (ii) Application no, 18/02306/MNR, 7 Bronllwyn, Pentyrch
- (iii) Application no, 18/02428/MNR, 1 Westbourne Crescent, Whitchurch
- (iv) Application no, 18/02429/MNR, 1 Westbourne Crescent, Whitchurch

In relation to (ii) the Petitioner spoke and the Applicant responded.

50 : DEVELOPMENT CONTROL APPLICATIONS

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

RESOLVED: That pursuant to this Committee's delegated powers the following development control applications be determined in accordance with the recommendations as set out in the report 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 70 of the Town & Country Planning Act 1990 or Section 16 of Section 74 of the Planning (Listed Building & Conservation Act 1990)

APPLICATIONS GRANTED

18/01769/MJR – HEATH

UNIVERSITY HOSPITAL OF WALES CONCOURSE, KING GEORGE V DRIVE
EAST

Construction of new sustainable transport hub, including new bus access point, bike storage, bridge link with pedestrian walkways/canopy, and small retail and café hub area.

Subject to an amendment of Condition 18, to remove a duplication of the words “submitted to” in the second line.

18/02078/DCH – LLANDAFF

14 HIGH STREET

Alterations to provide hard surface, gates and rebuild wall pillars.

18/02306/MNR – PENTYRCH

7 BRONLLWYN

Change of use of land to incorporate into garden, a single storey extension to the rear, single storey extension to front and side, two storey extension to the side and rear and double garage.

18/02484/MNR – LISVANE

4 GRAIG VIEW

Demolition of existing sub-standard house, carport and outhouses, construction of 2 small detached properties with integral garages.

18/02535/DCH – HEATH

198 MANOR WAY

Ground Floor extensions to sides and rear

APPLICATIONS REFUSED

18/01758/MNR – RHIWBINA

SNAILS DELICATESSEN, 6-8 BEULAH ROAD

Variation of Conditions 4 (opening hours) and 16 (external dining area doors) and removal of conditions 14 (external dining area), 17 (means of enclosure) and 18 (number of diners) of 09/00363/W

18/02428/MNR – WHITCHURCH/TONGWYNLAIS

1 WESTBOURNE CRESCENT

Demolition of existing double garage, conservatory, pool house and part of a two storey extension of no 1 Westbourne Crescent and construction of a new dwelling and replacement garage.

18/02429/MNR – WHITCHURCH/TONGWYNLAIS

1 WESTBOURNE CRESCENT

Demolition of existing double garage and part of a two storey extension of no 1 Westbourne Crescent and construction of a new dwelling.

51 : SECTION 119 DIVERSION ORDER FOR PUBLIC RIGHT OF WAY -
WHITCHURCH

The Committee considered a report to direct Legal Services to make a footpath Diversion Order under Section 119 Highways Act 1980 for PROW, Whitchurch 78 – Fraith Cottage, Lon Ysgubor, Whitchurch.

RESOLVED: The Committee AGREED to instruct Legal Services to process the Section 119 Highways Act 1980 Diversion Order.

52 : APPLICATIONS DECIDED BY DELEGATED POWERS

November 2018

53 : URGENT ITEMS (IF ANY)

None

54 : DATE OF NEXT MEETING - 23 JANUARY 2019

Mae'r dudalen hon yn cael ei adael yn wag yn fwriadol

LOCAL MEMBER OBJECTIONS & PETITION

COMMITTEE DATE: 23/01/2019

APPLICATION No. **18/02674/MNR** APPLICATION DATE: 21/11/2018

ED: **LLANDAFF NORTH**

APP: TYPE: Full Planning Permission

APPLICANT: Mr Henricksen

LOCATION: CARDIFF DEEP CLEAN SPECIALISTS LTD UNITS 1-4,
TY-MAWR LANE, LLANDAFF NORTH, CARDIFF, CF14 2AZ

PROPOSAL: SINGLE STOREY EXTENSIONS AND EXTENSION AT FIRST
FLOOR TO CREATE TWO STOREY UNIT

RECOMMENDATION: That planning permission be **REFUSED** for the following reasons :

1. The proposed extensions would due to their height, length, scale and massing sited in close proximity to the adjoining boundaries, would have an unneighbourly and overbearing impact upon the amenities of the adjoining neighbours, contrary to Policy KP5 of the Cardiff Local Development Plan (2006-2026).
2. The proposed external balcony, staircase and first floor windows would due to their siting be positioned at a substandard privacy distance from the boundary with 8 Ty Mawr Road, and as a result would have a prejudicial impact upon the privacy of the adjoining occupiers, contrary to Policy KP5 of the Cardiff Local Development Plan (2006-2026).

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 Planning permission is sought to extend the existing commercial unit.
- 1.2 The proposal entails;
 - i) Raising the height of existing building from 2.33m (eaves) with a pitched roof (total height 4.1m) to 5m at eaves level with a shallow sloped roof (total height 5.35m).
 - ii) Add an extension on the eastern elevation facing the rear lane, 4.1m wide, 5.4m long and 5.35m high with a shallow pitched sloping roof.
 - iii) The addition of a triangular extension to the southern elevation (adjacent 8 Ty Mawr Road), 3m wide, 2.5m deep and 5.35m high
 - iv) Erection of a first floor balcony, 5.25m wide, 2.3m deep and 2.5m high with an external staircase, 2.5m long, 1m wide and 2.5m high.
- 1.3 The submitted plans show that the proposed development would include a store (with parking garage), reception and WC on the ground floor, with a

kitchen, meeting room, managers office, open plan office and WCs on the first floor.

2. **DESCRIPTION OF SITE**

- 2.1 The application property known as Units 1-4 Ty Mawr Lane is sited along a rear lane leading from Station Road through to Ty Mawr Road / Evansfield Road. The premises is a single storey 'L' shaped pitched roof building containing a store and offices with an adjacent hardstand area.
- 2.3 The surrounding area is mainly residential in character a combination of two-storey terrace and semi-detached residential properties to the North, South and West. To the East of the site is Station Road Local Centre, which contains a number of commercial properties.

3. **SITE HISTORY**

- 3.1 07/01431/W – Change of Use as Tyre Service Centre and temporary covered area to yard for 3 years – Planning permission refused.

4. **POLICY FRAMEWORK**

- 4.1 The application site is shown as part of an existing housing area indicated on the Proposals Map of the City of Cardiff Local Plan.
- 4.2 The following policies of the approved Cardiff Local Development Plan (2006-2026) are considered to be relevant to the proposal:
- Policy KP5 (Good Quality and Sustainable Design)
Policy T5 (Transport Impacts)
Policy W2 (Provision for Waste Management Facilities in Development).
- 4.3 Supplementary Planning Guidance: Managing Transportation Impact (Incorporating Parking Standards) (2018).
- 4.4 Supplementary Planning Guidance: Waste Collection and Storage Facilities (March 2007).
- 4.5 Technical Advice Note 12: Design.
- 4.6 Planning Policy Wales 2018.

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The Operational Manager, Transportation – No objections, states that the proposal is for a first floor (and minor ground floor) extension to the existing industrial unit, resulting in an additional 98m² of building area.

The premises has an existing yard area (adjacent to Ty Mawr Lane) which is presumably used for business/staff vehicles although current vehicle use is not

described or shown on the plans. As a result of the proposal, the total area of the yard would reduce, and the proposed plans indicate a new ground floor garage/parking space within the building, and a vehicle space behind it beyond the building. Whilst only two parking spaces are marked, it would appear there is room for at least one further space, although this arrangement would result in an apparent lack of room for vehicles to manoeuvre.

The Design Statement says that “Parking facilities will be increased by raising the office space to allow 2 cars to be parked in the ground level as well as the existing surface parking that is currently on the site.” Based on the submitted plans it does not appear there is an increase in parking at the site, although it may be there is an increase in marked/dedicated parking areas. This should be clarified.

The application form states that there are 32 Full Time Equivalent staff at the site, but it’s not clear if these generally work at the premises at the same time, or what level of staff would be employed with the increase in floor area.

According to our standards the application would need to include a minimum of 2 cycle parking spaces for staff, and this should be covered and secure. In addition one space for visitors should be provided. No cycle parking is marked on the plans. However, the requirements are based on the ‘General Industry’ category, although looking at the plans it seems that the new building areas may be more appropriate for the general ‘Business’ parking standards category (i.e. offices, meeting room), which would have different parking requirements.

Given that Cardiff Council has maximum vehicular parking standards we would not necessarily have an issue with the amount of car parking available being reduced, notwithstanding that full details on the existing/proposed traffic movements should be provided.

5.2 The Operational Manager, Environment and Public Protection has confirmed no objections.

5.3 The Operational Manager, Waste Management has confirmed no objection but advised that details of refuse storage facilities should be submitted and that a commercial waste collection contract is required.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 Welsh Water – No objections.

6.2 Natural Resources Wales – No objections.

7. **REPRESENTATIONS**

7.1 Neighbours have been consulted, letters and e-mails have been received from the occupiers of 2, 8, 10, 12, 14, 16, 18 Ty Mawr Road and 14 Bedford Street, Roath, who object for the following summarised reasons;

- i) Proposal will lead to increased parking problems/highway safety issues
- ii) Potential noise/disturbance from construction works
- iii) Safety concerns from building works adjacent to existing domestic gardens
- iv) Previous application on site was refused
- v) Loss of light
- vi) Proposal is overbearing and unneighbourly.

7.2 A 53 name Petition has been received, objecting to the proposal for the following summarised reasons;

- i) Proposal would lead to reduced vehicular access and parking provision off a rear lane
- ii) Proposed extensions are large, overbearing and unsympathetic.

7.3 Councillor Dilwar Ali, objects to the proposal and requests that a Planning Committee site visit is undertaken.

8. **ANALYSIS**

8.1 The main planning issues relate to:

- (i) The impact of the proposal on the amenities of neighbouring occupiers.
- (ii) Highway safety/parking issues.

8.2 The proposed extensions entail raising the eaves level of the building by 3 metres from the existing height of the building (2.3 metres eaves level) (4.1m ridge height) to 5.35m high with a shallow sloping roof, for a length of approx. 19.2m adjacent to the boundary with 16 Ty Mawr Road, 15.5m adjacent to the rear boundaries of 10-14 Ty Mawr Road and approx. 4.5 metres along boundary with 8 Ty Mawr Road.

8.3 It is considered that due to the height, length, scale and massing of the proposed extensions it would have an overbearing and unneighbourly impact upon the amenities of the adjoining neighbours and be contrary to Policy KP5 of the Cardiff Local Development Plan (2006-2026).

8.4 Policy KP5 (Good Quality and Sustainable Design) states:

To help support the development of Cardiff as world-class European Capital City, all new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by:

X. Ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities.

8.5 The submitted plans show the provision of a first floor balcony, external staircase and first floor windows facing towards no 8 Ty Mawr Road. There are concerns that these elements would allow overlooking and a loss of privacy to the occupiers of no.8 Ty Mawr Road due to their close proximity. The staircase

is sited approx. 3m from the boundary, the balcony is approx. 4m from the boundary and the first floor office windows are sited approx. 5-7.5 metres from the boundary. All these elements are sited well below the Council's privacy standard of a minimum distance of 10.5m between first floor balconies and windows and adjoining residential boundaries and it is considered that these elements would lead to a loss of privacy and overlooking of the adjoining neighbouring property.

8.6 Planning Application Ref: 07/01431/W for the change of use as Tyre Service Centre and temporary covered area to yard for a time period of 3 years was refused for the following reasons;

1. *The use of the premises for a tyre service centre unacceptably harms the amenities of adjacent residents as a result of noise pollution. The proposal is therefore contrary to policies 2.24 and 2.64 of the deposit Cardiff UDP.*
2. *The proposed roof structure would be visually overbearing when viewed from the rear of adjacent houses and rear gardens and harm the visual amenities of adjacent residents. The proposal would therefore be contrary to policy 2.24 of the deposit Cardiff UDP.*
3. *The canopy would provide the potential for more intensive use of the premises to the detriment of the amenities of neighbours.*

8.7 In regards to comments made by neighbours and other interested parties, which are not covered above, the following should be noted:

- i) The Operational Manager, Transportation raises no objections to the proposal
- ii + iii) These issues are dealt with under separate legislation
- ii) Noted, each application is dealt with on its own individual merits
- iv + v) See paras 5.4 + 5.5.

8.8 **Conclusion**

Having regard to the policy context above, the proposal is considered to be unacceptable and refusal of planning permission is recommended for the reasons stated above.

8.9 **Other Legal Considerations**

Crime and Disorder Act 1998 – Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

Equality Act 2010 – The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and

maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.

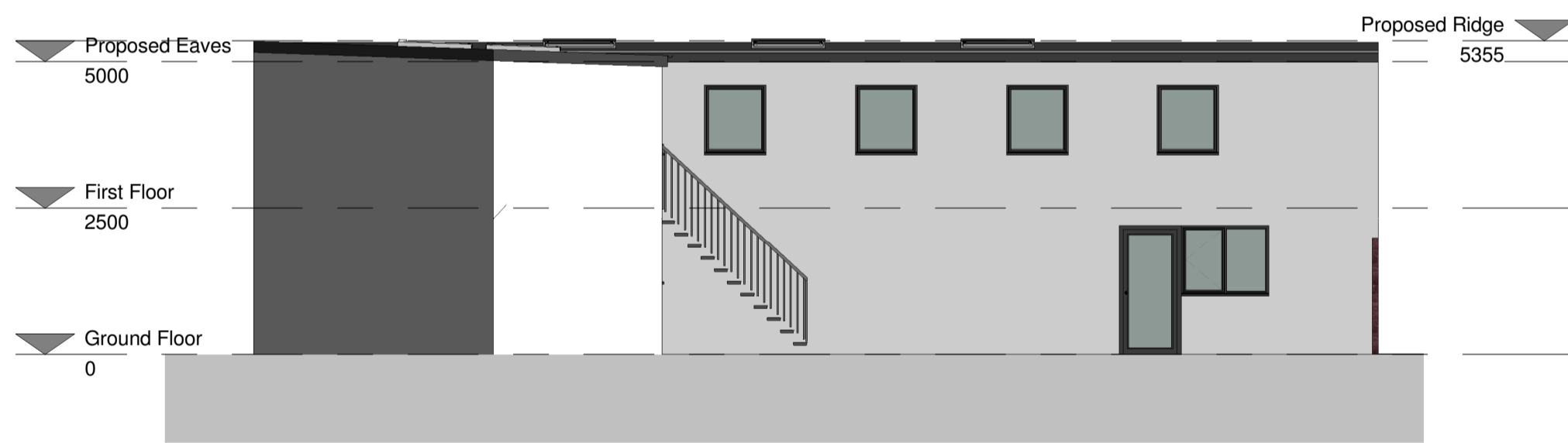
Well-Being of Future Generations Act 2016 – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability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



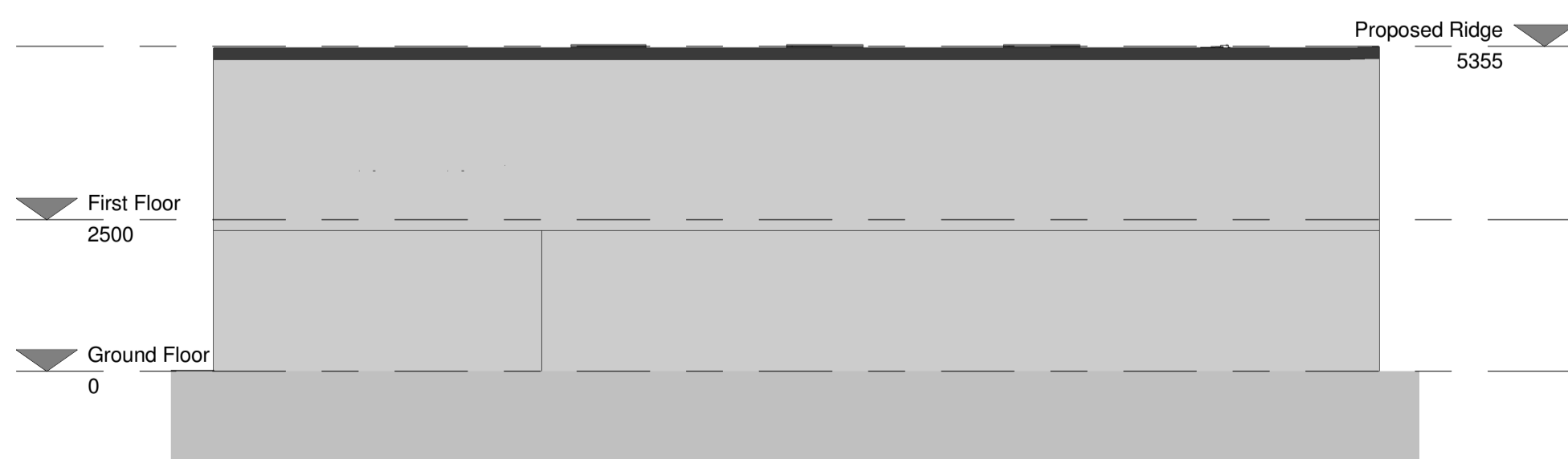
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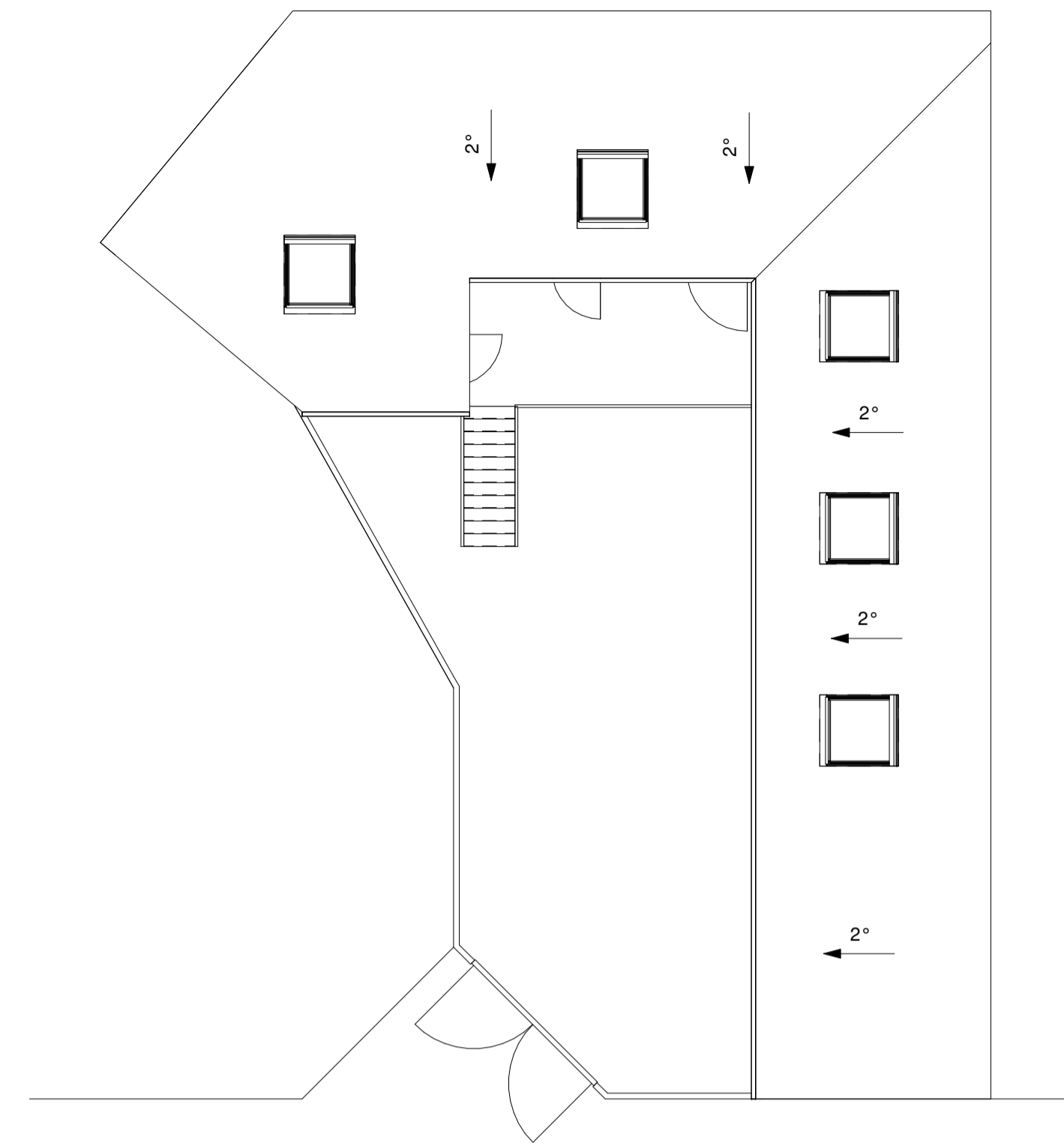
Proposed Rear Elevation
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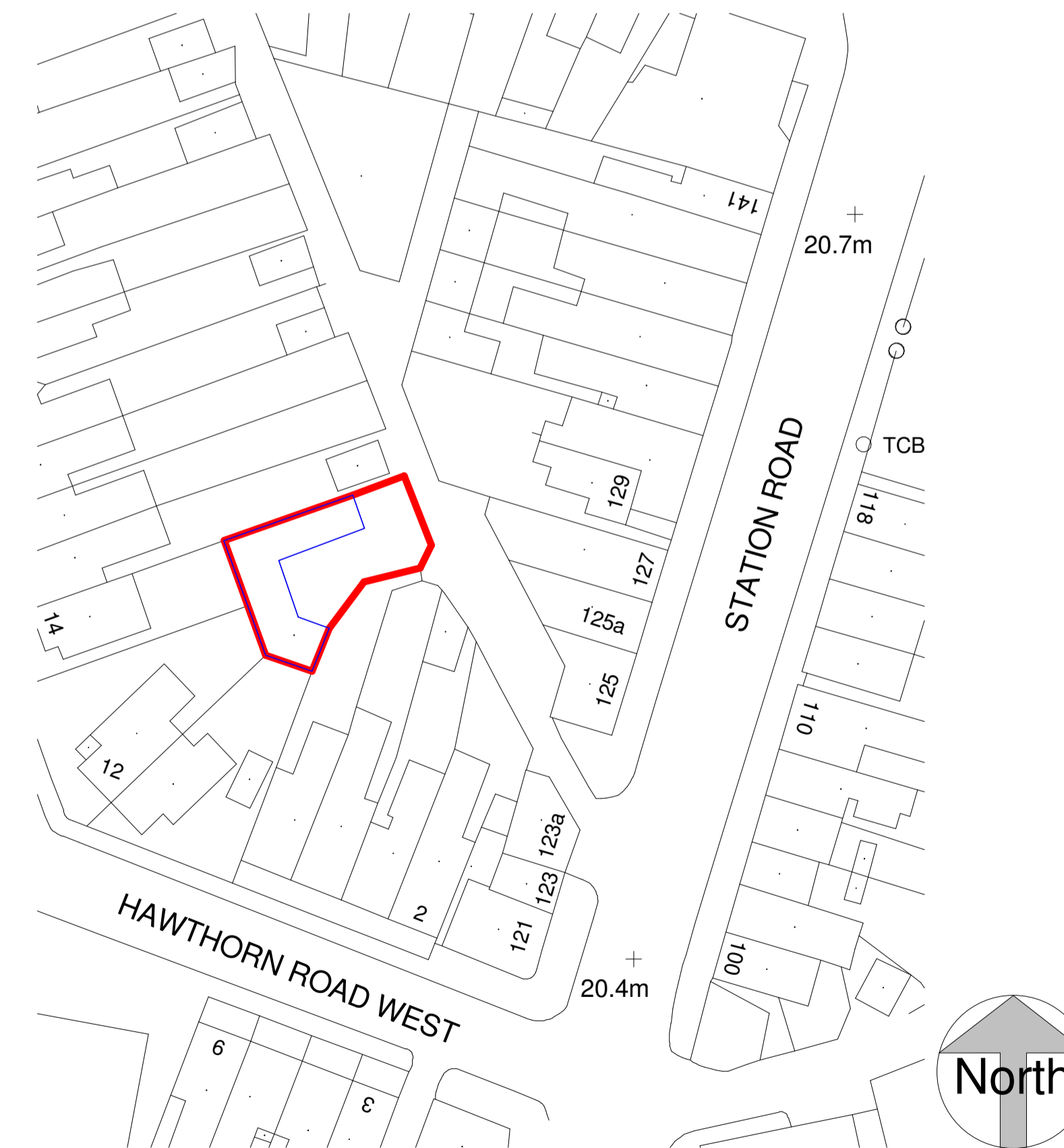
Proposed Side Elevation 1
1 : 100



Proposed Side Elevation 2
1 : 100



Proposed Roof Plan
1 : 100



Location Plan
1 : 500

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Rev Date Check Description

B W Architectural Services Ltd
m: 07966339221
@: bwarchitecturalservices@gmail.com

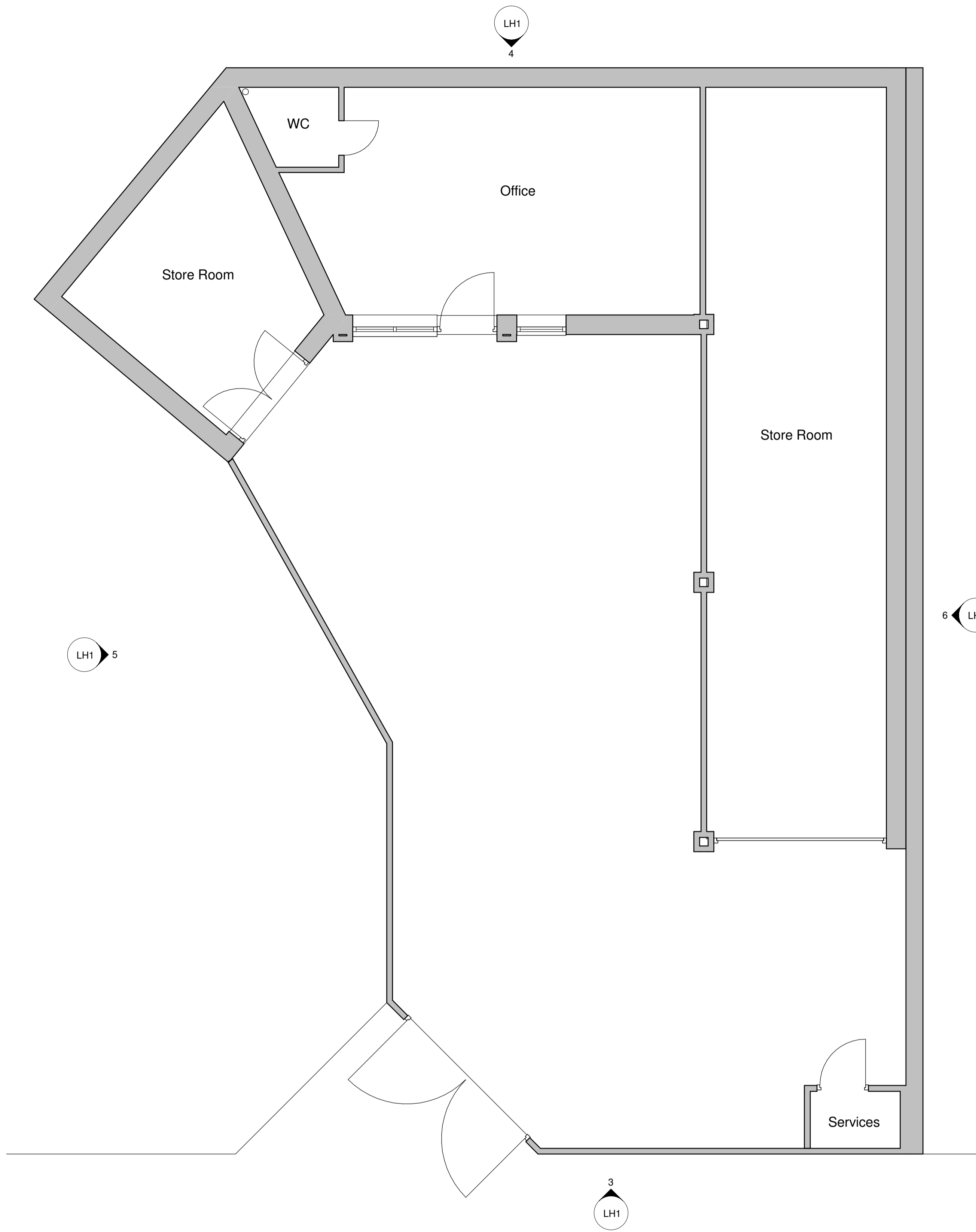
Project
Unit 1-4 Ty Mawr Lane, Llandaff North
CDC Specialists Ltd

Title
Proposed Elevations, Roof & Site location
Plan

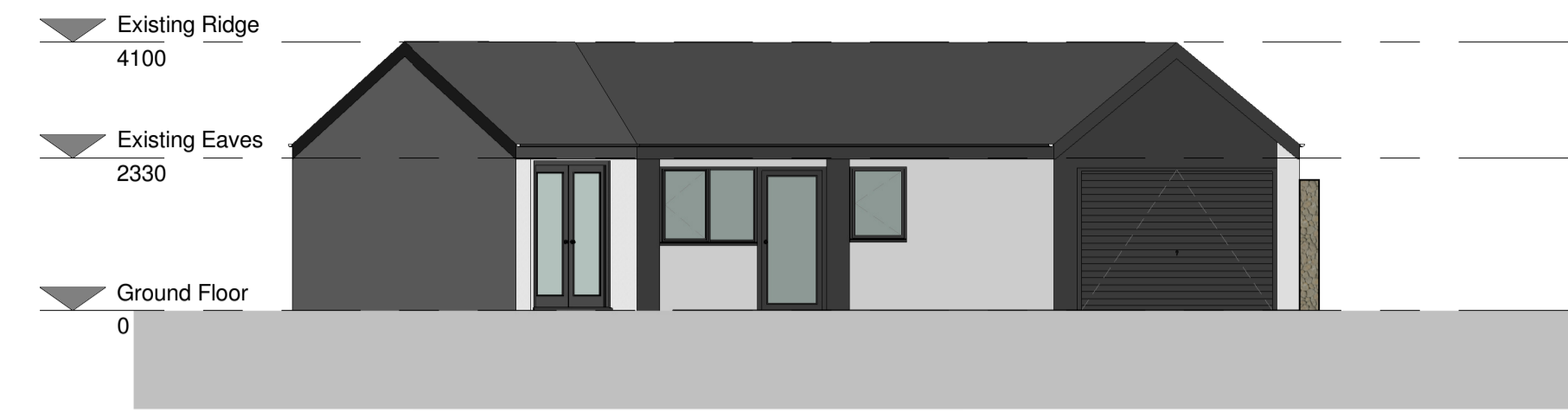
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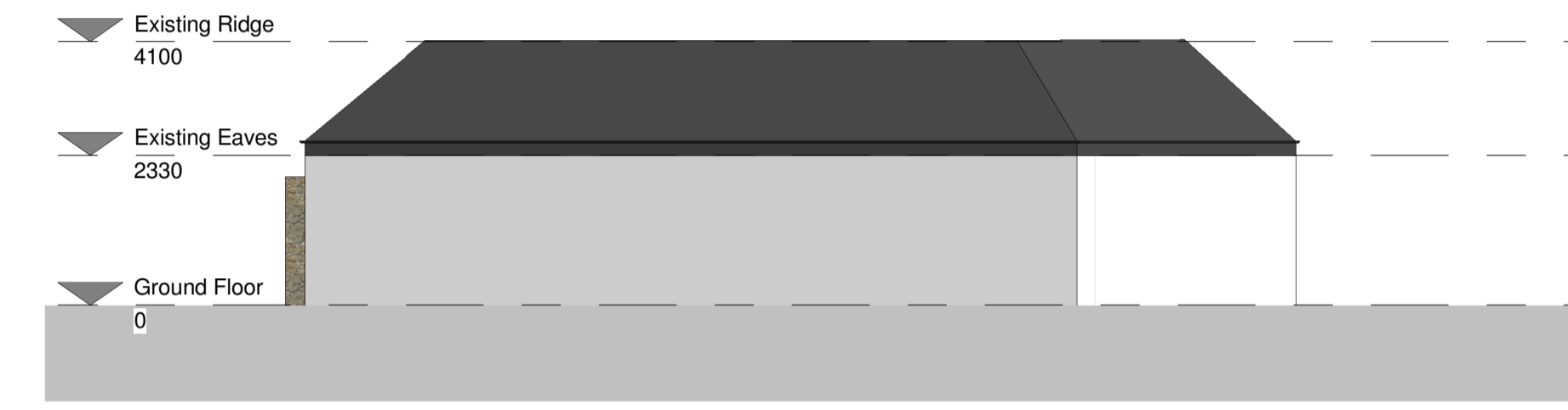
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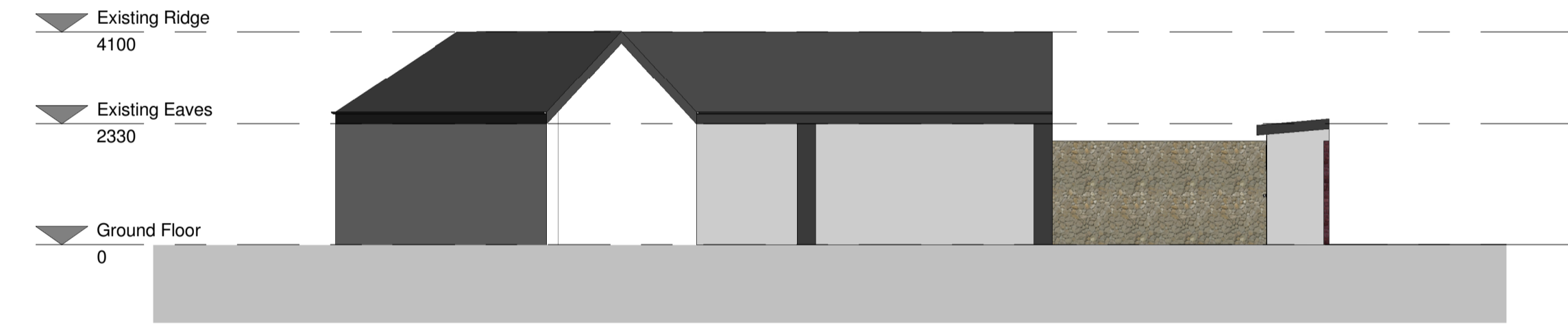
Existing Ground Floor Plan
1 : 50



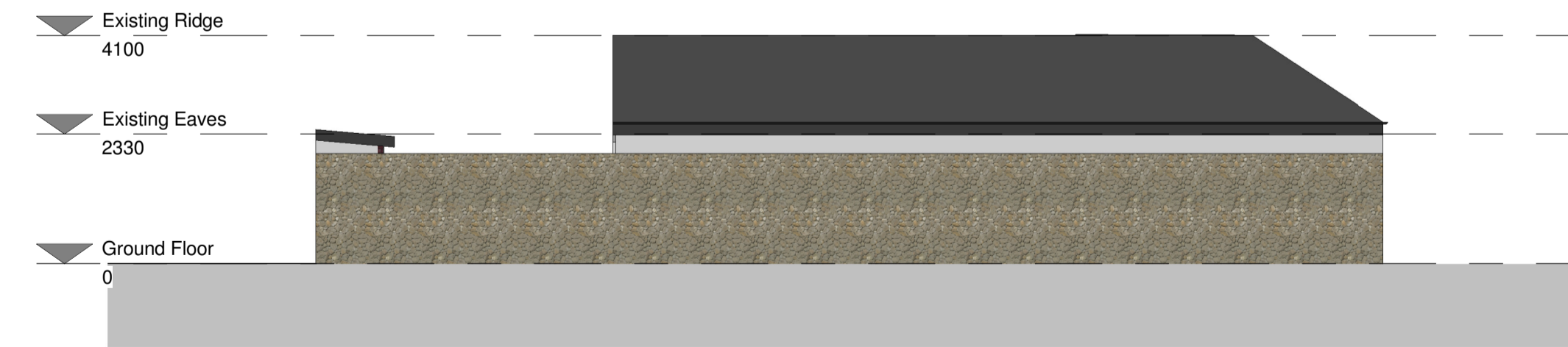
Existing Front Elevation
1 : 100



Existing Rear Elevation
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Existing Side Elevation 1
1 : 100



Existing Side Elevation 2
1 : 100

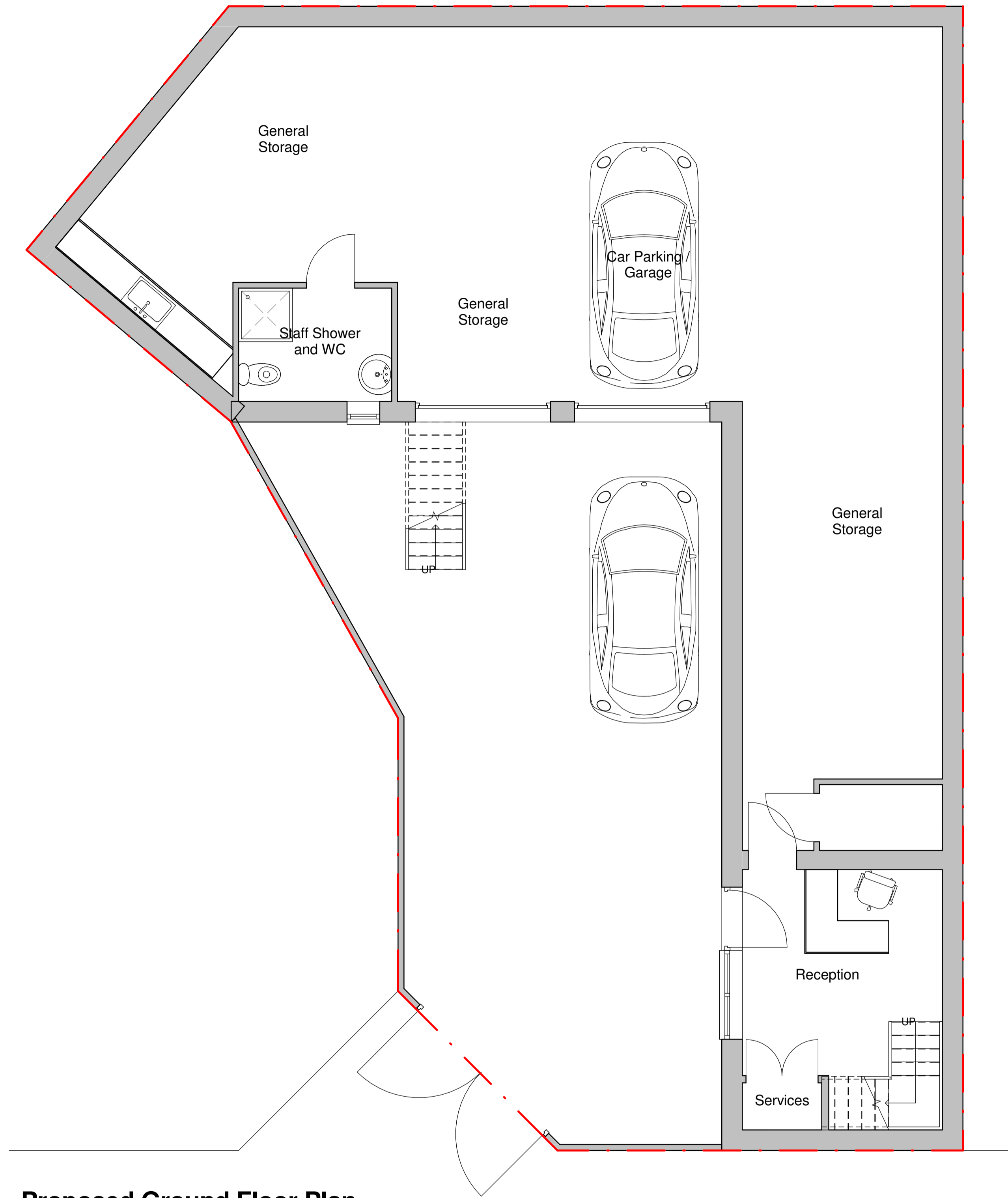
BW FIRST ISSUE
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B W Architectural Services Ltd
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 Project
 Unit 1-4 Ty Mawr Lane, Llandaff North
 CDC Specialists Ltd



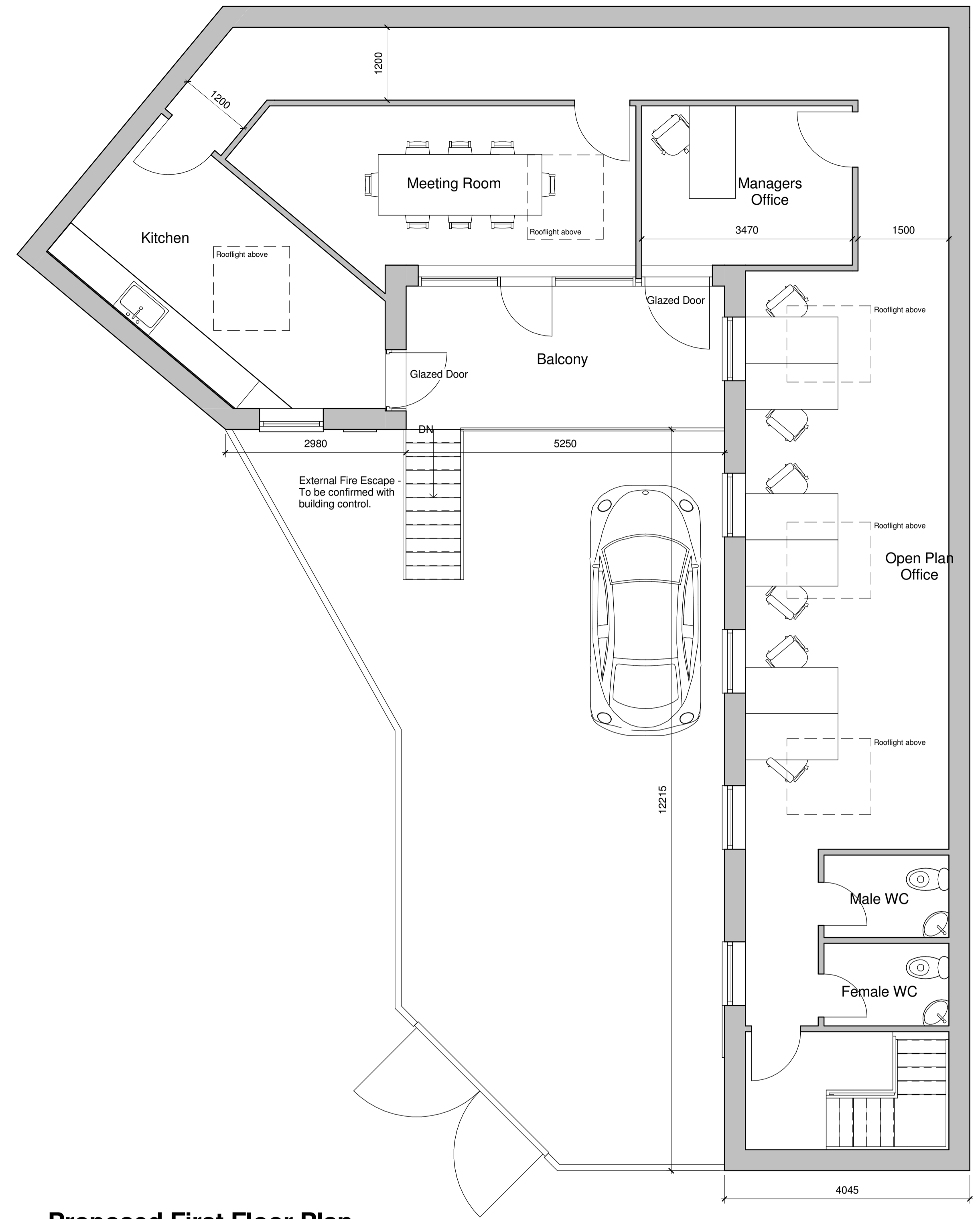
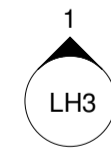
Title
Existing Plans and Elevations

Status
As indicated

Job No	Zone	Sheet No	Rev
01		LH1	



Proposed Ground Floor Plan
1 : 50



Proposed First Floor Plan
1 : 50

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Rev Date Check Description

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Project
Unit 1-4 Ty Mawr Lane, Llandaff North
CDC Specialists Ltd

Title
Proposed Ground & First Floor Plans

Status Scale at A1
1 : 50



Job No	Zone	Sheet No	Rev
01		LH2	

Mae'r dudalen hon yn cael ei adael yn wag yn fwiadrol

LOCAL MEMBER CONCERNS

COMMITTEE DATE: 23/01/2019

APPLICATION No. **18/01639/MJR** APPLICATION DATE: 10/07/2018ED: **RUMNEY**

APP: TYPE: Full Planning Permission

APPLICANT: BIFFA WASTE

LOCATION: LAND AT LAMBY WAY INDUSTRIAL ESTATE, LAMBY WAY,
WENTLOOGPROPOSAL: ERECTION OF NEW HAZARDOUS WASTE TRANSFER
FACILITY ALONG WITH ASSOCIATED ACCESS, PARKING
AND, SERVICING**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 unless otherwise expressly required by Conditions 3 - 16:
 - P03 – Proposed Site Plan
 - P04 – Proposed Building Elevations
 - P05 – Proposed Office & Welfare Building
 - P06 – Proposed Site Sections

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. Waste processing activities (e.g. crushing/shredding or other similar audible processes) shall only be carried out between 08:00hrs – 18:00 hrs Monday to Fridays and 08.00 - 13.00 hrs on Saturdays and Sundays. All other activities on site, shall be restricted to – 08:00hrs to 20:00hrs.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity of the site are protected in accordance with Policies KP5 and EN13 of the Cardiff Local Development Plan 2006-2026.

4. Noise emitted from fixed plant and equipment on the site shall achieve a rating noise level of background -10dB at the nearest noise sensitive premises when measured and corrected in accordance with BS 4142: 2014 (or any British Standard amending or superseding that standard).

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with Policies KP5 and EN13 of the Cardiff Local Development Plan 2006-2026.

5. The floodlighting shall only be operated between 07:30 hours and 20:30 hours.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with Policies KP5 and EN13 of the Cardiff Local Development Plan 2006-2026.

6. Prior to the commencement of any development works, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be required.

All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

* 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and or BS8485 year 2007 Code of Practice for the Characterization and Remediation from Ground Gas in Affected Developments.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policies KP5 and EN13 of the Cardiff Local Development Plan 2006-2026.

7. Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017), 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 Policies KP5, KP18, EN5, EN10, EN11 and EN13 of the Cardiff Local Development Plan 2006-2026.

8. The remediation scheme approved by condition 7 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 / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017), 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 Policies KP5, KP18, EN5, EN10, EN11 and EN13 of the Cardiff Local Development Plan 2006-2026.

9. 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 Policies KP5, KP18, EN5, EN10, EN11 and EN13 of the Cardiff Local Development Plan 2006-2026.

10. 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.
11. 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.
12. The slab level of the development must be finished at 9.710m AOD in accordance with drawing nos. P04, P05 and P06.
Reason: In order to mitigate the risks and consequences of flooding in accordance with TAN15 and Policies KP15 and EN14 of the Cardiff Local Development Plan.
13. No development shall commence until a pollution prevention plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include, but not be limited to, management of surface water run-off, waste, emissions, odour, and fire and the plan should include detail on the management and maintenance of the proposed SuDS system to ensure it functions correctly, in order to protect the water environment. The development shall proceed in strict accordance of the approved plan, to ensure that any polluted surface water does not enter the nearby ree system.
Reason: To protect the water environment from pollution in accordance with Policies KP18, EN5, EN10, EN11 and EN13 of the Cardiff Local Development Plan 2006-2026.
14. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the site will be effectively drained; the means of disposal of surface water and indicate how foul flows will communicate to the public sewerage system. Thereafter, the scheme shall be implemented in accordance with the approved details prior to the occupation of the development.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment in accordance with Policies KP18, EN5, EN10, EN11 and EN13 of the Cardiff Local Development Plan 2006-2026.

15. Prior to beneficial use of the development, hereby permitted, 6 undercover and secure cycle parking spaces shall be provided in accordance with details which shall first be approved by the Local Planning Authority.

Reason: To promote sustainable modes of transport in accordance with Policy KP8 and T5 of the Cardiff Local Development Plan 2006-2026.

16. The materials to be used in the external finish of the office and welfare building and its architectural detailing shall be approved by the Local Planning Authority prior to their application.

Reason: In the interest of the general character of the area in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.

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: 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.

RECOMMENDATION 4: The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for:

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

or potentially contaminated by chemical or radioactive substances.

- Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and

iii the safe development and secure occupancy of the site rests with the developer.

RECOMMENDATION 5: Network Rail request that the developer contact Network Rail's Asset Protection Wales Team well in advance of mobilising on site or commencing any works. The initial point of contact is assetprotectionwales@networkrail.co.uk. The department will provide all necessary Engineering support subject to a Basic Asset Protection Agreement. Guidance notes have been provided by Network Rail with regard to several matters which can be made available to the developer.

RECOMMENDATION 6: Wales & West Utilities advise they have no objections to the proposals, however, their apparatus may be at risk during construction works and they require the promoter of the works to contact them directly to discuss their requirements in detail. Should diversion works be required these will be fully chargeable.

Wales & West Utilities apparatus may be directly affected by these proposals and the Information you have provided has been forwarded to Asset Management for their comments. If Wales & West are affected an Engineer will then contact you direct.

You must not build over any of their plant or enclose our apparatus.

Please note this information is in regard only to those pipes owned by Wales & West Utilities in its role as a licensed Gas Transporter (GT). Gas pipes owned by other GT's and also privately owned may be present in this area and information with regards to such pipes should be obtained from the owners.

RECOMMENDATION 7: Welsh Water advise that:

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry

(Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

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.

If you have any queries please contact the undersigned on 0800 917 2652 or via email at **developer.services@dwrwymru.com**

1. DESCRIPTION OF THE SITE

- 1.1 The application site comprises a large vacant lot, enclosed by 'Pallisade Fencing' and laid to hardcore, situated within an existing business and industrial area in the Rumney ward to the South East of the City.
- 1.2 The site is accessed from Waterside Business Park a cul-de-sac accessed off Lamby Way and benefits from good transport links via the A4232, A48 and M4.
- 1.3 The site is neighboured to the east, south and west by business and industrial premises forming the Waterside Business Park, beyond which lies a larger business and industrial area. To the North the site is bounded by the South Wales Main Line Railway beyond which lies a residential area with a parade of shops and dwellinghouses on New Road being in closest proximity at a distance exceeding 110 metres.
- 1.4 The application site lies within proximity of the Rumney and Peterstone Site of Special Scientific Interest (SSSI) and Gwent Levels.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1 Planning permission is sought for a Hazardous Waste Transfer Facility with associated access, parking and servicing.
- 2.2 The site will be enclosed, to all sides, by a 2.4m high 'Palisade Fence' akin to that which currently exists. Along the southern boundary three access points, served by 2.4m high gates, will be created onto the main section of road servicing Waterside Business Park. The ingress point to the facility for commercial vehicles would be the most westerly access point and the most easterly access point would be for egress of such vehicles creating a one way system. A centrally located access point would provide ingress and egress to a car park, which projects eastwardly, with spaces for 19 vehicles including 2 disabled spaces.
- 2.3 External surfaces will comprise of predominantly concrete surfacing with the waste storage area enclosed by a low height crash barrier. The site would be levelled at +9.710m AOD resulting in an increase in level across the width of the site, east to west, with the respective road levels at approximately

+8.250AOD and +8.760AOD, therefore, the site would sit up to nearly 1.5m above road level. Furthermore as the site slopes from the front (south) to rear (north) with increased levels of up to nearly 3m. A retaining wall would be provided to coincide with the increased levels.

- 2.4 To the southern boundary west of centre, between the ingress point and car park access, a two storey office and welfare building would be provided. This building would have a footprint of 12.6 x 8.5m and a height of approximately 6.5m finished with a flat roof. No significant detail of the means of finish and detailing of this building are provided.
- 2.5 To the northern extremities of the site a 'Storage Facility' would be provided. The footprint of the facility would measure approximately 83m in length, east to west, and have a depth marginally exceeding 11m. The westernmost part of the facility, for approximately 54m, would be of a single storey in height with maximum height slightly in excess of 5m. The remaining eastern part of the facility would be two storey, having a mezzanine level accessed via an external staircase, with a maximum height of approximately 8.7m. This building would be of a steel portal construction having an open front elevation and be finished with 'Goosewing Grey' Cladding to the remaining elevations with complementary 'Merlin Grey' Flashings.
- 2.6 Located centrally within the site would be a 'Processing Facility' with a footprint of approximately 64m in length, east to west, and have a depth marginally exceeding 11m. The building would be of a single storey in height with maximum height marginally exceeding 5m. This building would be of a steel portal construction having an open front elevation and be finished with 'Goosewing Grey' Cladding to the remaining elevations with complementary 'Merlin Grey' Flashings.
- 2.7 To the south western corner of the site, to the west of the ingress point, a 'Skip/Tip Storage' building would be provided with a footprint of approximately 12.4m x 11.4m and a maximum height of 8.7m. This building would be of a steel portal construction having an open front elevation and be finished with 'Goosewing Grey' Cladding to the remaining elevations with complementary 'Merlin Grey' Flashings.
- 2.8 A 'Fuel tank' and 'LV' substation would be sited to the western side and a 'Gas Container Storage' area to the eastern side of the of the egress point close to the south frontage of the site. Floodlights and CCTV are also comprised within the proposal.
- 2.9 The proposal constitutes a facility which will replace a similar facility off Dumballs Road immediately South of Cardiff Central Railway Station which has been operating for in excess of 25 years.

3. PLANNING HISTORY OF RELEVANCE

- 3.1 16/02282/MNR – LAMBY WAY WORKSHOPS, LAMBY WAY, WENTLOOG, CARDIFF, CF3 2EQ - CONSTRUCTION OF FOUR LIGHT INDUSTRIAL

UNITS – PER – 10/03/2017

- 3.2 14/02823/MJR - LAND AT LAMBY WAY, RUMNEY, CARDIFF - 8 X NEW B1/B2/B8 COMMERCIAL UNITS AND 1 X A1 COMMERCIAL UNIT TOTALLING 2730M2 FLOORSPACE WITH ASSOCIATED DELIVERY ACCESS, LANDSCAPING AND PARKING – PER – 15/05/2015
- 3.3 07/00071/E - HALL FABRICATION, LAMBY WAY, RUMNEY, CARDIFF - TWO STOREY OFFICE, SALES AND STORAGE BUILDING WITH NINE PARKING SPACES – PER – 12/03/2007
- 3.4 06/02653/E - LAMBY WAY INDUSTRIAL PARK, LAMBY WAY, RUMNEY, CARDIFF - LIGHT INDUSTRIAL UNITS (18 NO.) – PER – 30/05/2007
- 3.5 04/00613/R - LAND AT, LAMBY WAY, RUMNEY, CARDIFF - PROPOSED NEW 33,300 SQUARE FEET (GROSS) OFFICE DEVELOPMENT (TWO STOREY) WITH COMMUNAL SHARED FACILITIES – PER – 19/12/2005
- 3.6 00/00844/R - TONY HALL FABRICATION, LAMBY WORKSHOPS, LAMBY WAY, RUMNEY, CARDIFF - INDUSTRIAL STARTER UNITS – PER – 21/072000
- 3.7 97/00048/R - LAMBY WAY INDUSTRIAL PARK, LAMBY WAY, RUMNEY, CARDIFF - 2412 m2 OF INDUSTRIAL UNITS WITH SERVICE AREA AND CAR PARKING – PER – 10/03/1997
- 3.8 93/00818/R - MAERDY ROAD INDUSTRIAL ESTATE, MARDY ROAD, RUMNEY, CARDIFF - 8 INDUSTRIAL UNITS FOR STARTER BUSINESSES – PER – 28/07/1993
- 3.9 92/01519/R - MAERDY ROAD INDUSTRIAL ESTATE, MARDY ROAD, RUMNEY, CARDIFF - 9 TWO-STOREY INDUSTRIAL UNITS FOR BUSINESSES STARTING UP OR EXPANDING AND PROVIDE SERVICE ROAD FROM EXISTING – PER – 10/11/1992

4. POLICY FRAMEWORK

- 4.1 National Planning Policy
 - Planning Policy Wales (10th Ed, 2018)
 - Technical Advice Note 11: Noise (1997)
 - Technical Advice Note 12: Design (2016)
 - Technical Advice Note 15: Development and Flood Risk (2004)
 - Technical Advice Note 18: Transport (2007)
 - Technical Advice Note 21: Waste (2014)
- 4.2 Cardiff Local Development Plan 2006-2026
 - Policy KP1 (Level of Growth)
 - Policy KP3(B) (Settlement Boundaries)
 - Policy KP5 (Good Quality and Sustainable Design)

- Policy KP8 (Sustainable Transport)
- Policy KP9 (Responding to Evidenced Economic Needs)
- Policy KP12(Waste)
- Policy KP15 (Climate Change)
- Policy KP18 (Natural Resources)
- Policy EC1 (Existing Employment Land)
- Policy EN4 (River Corridors)
- Policy EN5 (Designated Sites)
- Policy EN7 (Priority Habitats and Species)
- Policy EN10 (Water Sensitive Design)
- Policy EN11 (Protection of Water Resources)
- Policy T6 (Impact on Transport Networks and Services)
- Policy EN13 (Air, Noise, Light Pollution and Land Contamination)
- Policy EN14 (Flood Risk)
- Policy T5 (Managing Transport Impacts)
- Policy W1 (Sites for Waste Management Facilities)

4.3 Supplementary Planning Guidance

- Ecology & Biodiversity Technical Guidance Note (November 2017)
- Managing Transportation Impacts (July 2018)
- Locating Waste Management Facilities (January 2017)
- Safeeguarding Business & Industrial Land & Premises (November 2017)

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The Operational Manager (Flood & Costal Risk Management) has been consulted no representations have been received.
- 5.2 The Operational Manager (Traffic and Transportation) advises that the site, given its location, being utilised for the proposed purpose raises no highway concerns. It is considered that the existing highway network would be able to support the increased number of trips, the swept path analysis sufficiently demonstrates that vehicles will be able to safely traverse the site with visibility displays within recommended guidelines and the proposed facility will benefit from 19 parking spaces which is appropriate given the proposed staff numbers.
- 5.3 The Operational Manager (Waste Management) raises no objections to the proposal and has no observations to provide.
- 5.4 The Operational Manger (Shared Regulatory Services – Pollution Control) raises no objection to the proposal. Conditions, however, are requested regarding the hours of operation of the facility and crushing activities, plant noise, floodlighting and an advisory note in respect of construction noise is also requested.
- 5.5 The Operational Manger (Shared Regulatory Services – Environment Team) advises assessments submitted with the application identify that there is potential for risk to human health from ground gas and contaminants. Ground

gas protection measures and remediation to minimise the risk of contaminants will be required. Also should there be 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 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. No objection is raised to the proposal subject to conditions relating to the matters raised.

- 5.6 The Council's Ecologist has been consulted and raises no objection to the proposal.

6. EXTERNAL CONSULTEE RESPONSES

- 6.1 Welsh Water raise no objections to the proposal subject to a condition requiring further details of drainage.
- 6.2 Network Rail advise that there is no objection in principle to the proposal, however, given the proximity of the proposal.
- 6.3 Wales and West Utilities raise no objections to the proposals, however, advise that their apparatus may be at risk and it is requested the developer make contact to discuss the development prior to commencement.
- 6.4 Natural Resources Wales, advise that the proposed development would raise the site levels to 9.710AOD, therefore, the proposed site is predicted to be flood free during both 1 in 200 and 1 in 1000 year flood events. The proposed development is, therefore, in line with guidance set out in A1.14 and A.1.15 of TAN 15. Due to the location of the site within the tidal flood outlines, no consideration of the potential impacts on flood risk elsewhere as a result of ground raising is required. On this basis no objection from a flood risk perspective is raised providing that the slab level is set at 9.710AOD. It is a matter for the Local Planning Authority to determine whether the risks and consequences of flooding can be managed in accordance with TAN15. It is noted that the installation of flood resilient design and flood proofing measures within the development are proposed and that a flood evacuation plan will be considered.
- 6.5 Natural Resources Wales, in respect of water quality and pollution prevention, advise that due to the nature of the development and its proximity to the Gwent levels, Rumney and Peterstone SSSI a Pollution Prevention Plan should be in place prior to operations commencing on site. This plan should include, but not be limited to, management of surface water run-off, waste, emissions, odour, and fire and the plan should include detail on the management and maintenance of the proposed SuDS system to ensure it functions correctly, in order to protect the water environment.
- 6.6 Natural Resources Wales, in respect of the Caldicott and Wentlooge Levels Internal Drainage District, advise that it is noted that surface water runoff will be channelled into a storage tank via a concrete hardstanding through an

interceptor and then into the mains drainage system. Accordingly there should not be any surface water discharge into the re-en system and there is no objection from a land drainage perspective.

- 6.7 Natural Resources Wales, in respect of land contamination and groundwater, advise that they consider that the controlled waters at this site are not of the highest environmental sensitivity, therefore, provide no site specific advice.

7. REPRESENTATIONS

- 7.1 The application was advertised by way of neighbour consultation letters, site notices and advertisement in the press.
- 7.2 Neighbour consultation letters were sent to 151 addresses within the local vicinity including:
- business premises on Waterside Business Park, JB Business Park, Lakeview Business Park, The Old Ely Transport Yard, Lamby Way Workshops, Lincress Yard, Lamby Way and New Road.
 - residential properties north of the application site including properties within Quarry Dale, Primrose Close, New Road and Downton Rise.
- 7.3 A total of eight Site Notices were displayed. Three notices within the Lamby Way area and a further five within the residential streets New Road, Quarry Dale, Downton Rise and Downton Road.
- 7.4 The application was advertised in the Western Mail on the 16th August 2018.
- 7.5 Letters of representation have been received from 19 parties. The owner/occupiers of 37, 44, 122 168, 180 & 201 New Road, 20 Trelawney Avenue, 21 Northlands, 32 Ty Mawr Avenue, 46 Quarry Dale, 664 Newport Road, AJ Hall Fabrications Lamby Way, Flat 17 Downton Grange, 173 Wentloog Road, Unit 5 Lamby Way Workshops, Unit 18 Waterside Business Park, two parties not providing an address and an anonymous party have objected to the proposal. The objections are summarised below:
- Proximity of proposal to a residential area;
 - Proximity of proposal to a children's nursery;
 - Contamination resulting from hazardous waste;
 - Nuisance from odour;
 - Nuisance from noise;
 - Nuisance from dust;
 - Highway safety and congestion;
 - Health and safety;
 - Concerns with regards to operation, materials to be stored and processes to be undertaken;
 - Risk and consequences of flooding;
 - Watercourse pollution;
 - Overbearing impact upon neighbouring units;
 - Property devaluation;

- Rat infestation;
 - Worthwhile jobs will not be created;
 - Affect upon an area of 'natural beauty';
 - The local area will not benefit;
 - Effect of lighting upon wildlife (e.g. bats);
 - Concerns foreign waste will be brought to the site;
 - Misconceptions that the proposal includes an Incinerator.
- 7.6 Andrew RT Davies AM and David Melding CBE AM have made enquiries on behalf of constituents.
- 7.7 Local Ward Members Cllrs Derbyshire and Parry have expressed concerns in respect of the proposals on behalf of constituents reiterating a number of the pertinent matters raised by local residents, as detailed at para. 7.5.

8. ANALYSIS

8.1 Introduction

8.1.1 The application site lies within the defined settlement boundary and is located on existing employment land as defined by Policy EC1 which is protected for B2 and B8 uses. Policy W1 states '*Waste facilities will generally be encouraged towards existing general industrial areas (use class B2)*'. Accordingly the principle of the proposed development is considered to be acceptable.

8.1.2 The principal matters for consideration are:

- the effect of the proposal upon the character of the area;
- the impact upon the amenity of neighbouring occupiers and the area, human health, the environment and designated sites;
- the risks and consequences of flooding;
- the proposals transport impact;

8.2 Impact Upon the Character of the Area

8.2.1 Policy KP5 requires that all new development should respond '*to the local character and context of the built 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*'. Policy W1 states that proposals for waste management facilities will be permitted where they would not cause unacceptable harm to built heritage.

8.2.2 The proposal, as detailed at para. 8.1.1 represents an appropriate and complimentary type use within the existing industrial estate. The proposal includes the erection of a number of buildings and associated development, which are detailed on the submitted plans and described at Sec. 2.

8.2.3 The proposed development in terms of its design, scale and siting is considered to be appropriate within the context of the existing industrial area.

The steel portal buildings, concrete hardstanding and associated developments are complimentary to the character of the area and would, therefore, have no adverse impact upon that character.

8.2.4 Accordingly it is considered that the proposed use and associated development would have no adverse impact upon the character of the area and accords with the principles of Policy KP5 of the Cardiff Local Development plan.

8.3 Impact Upon the Amenity of Neighbouring Occupiers and the Area, Human Health, the Environment and Designated Sites

8.3.1 Policy KP5 seeks to ensure that *'no undue effect on the amenity of neighbouring occupiers'* results from development. Directly adjacent neighbouring properties comprise predominately other industrial uses which are unlikely to suffer a detriment to their amenity as a result of the proposed development. Whilst a number of non-industrial uses exist within the nearby area, including a Children's nursery, it is considered that the proposal is not sufficiently close to such uses to have any direct detrimental impact, it should be noted by virtue of Policy EC2 the provision of these non-industrial uses within areas protected for Industrial use are only deemed to be acceptable on the basis that they complement the principal industrial use of the area. The application site is a significant distance from the nearest residential properties beyond a railway line and screened by mature vegetation. The proposed use is of a type which is expressly allocated upon the land the application has been supported by a number of assessments which conclude that the use would not have any detrimental impact upon neighbouring occupiers. Technical consultees have raised no objection to the proposal, however, a number of conditions are recommended to ensure that the operation of the facility is controlled to the benefit of local residents and neighbouring business users. The design, scale and siting of the proposed buildings it is considered would have no overbearing or generally un-neighbourly impact.

8.3.2 Policy W1 details that proposals for waste management facilities should only be permitted where they would cause no harm to human health or the environment, this is further supported by policies KP12, KP18, EN5, EN11 and EN13 all of which detail that developments should only be supported where they do not have a detrimental impact and specifically relate to matters including air, noise and light pollution; contaminated land; designated sites of international or national nature conservation importance and water resources. As previously detailed the application is subject to a number of assessments in this regard which conclude that the proposal would not raise any concern. Specialist technical consultees have been invited to comment upon the application and have raised no objections to the proposal, however, a number of conditions are recommended to ensure that the operation of the facility is controlled to the benefit human health and the environment.

8.3.3 It should be noted that the meaning of 'Hazardous Waste' in Environmental Law is wide ranging and refers to any item which is capable of causing harm to the environment or human health. Everyday household items such as

aerosols, lightbulbs, paints, batteries, televisions, oils and washing-up liquids are categorised as hazardous. The applicant has confirmed that no waste comprising Nuclear, Radioactive or Explosive waste will be stored or processed at the facility, however, the facility would store and process a range of hazardous wastes of both a household and commercial nature including Acids, Chemicals etc in addition to the afore mentioned more traditional waste. It should be noted in addition to the requirement for planning permission controlling the use of the land such a facility will be strictly controlled by separate legislation, administered by Natural Resources Wales, which necessitates all storage and processes to be undertaken in accordance with an environmental permit with regular inspections and monitoring undertaken of activities.

8.3.4 Accordingly it is not considered that the proposal would have any undue impact upon the general amenity of neighbouring occupiers, the amenities of the area, human health or the environment and, therefore, accords with the principles of Policy KP5, KP12, KP18, EN5, EN11, EN13 and W1.

8.4 The Risks and Consequences of Flooding

8.4.1 Policy EN14 details that development will not be permitted *‘within tidal or fluvial flood plains unless it can be demonstrated that the site is justified in line with national guidance and an appropriate detailed technical assessment has been undertaken to ensure that the development is designed to alleviate the threat and consequences of flooding’*. TAN 15 constitutes the relevant ‘national guidance’ in this regard.

8.4.2 The application site is located partially within a flood zone and the proposal constitutes highly vulnerable development (HVD). TAN 15 sets out the criteria against which proposals, within areas of flood risk, must be assessed and in respect of HVD details that such development:

- Should be located only an area of flood risk which is developed and served by significant infrastructure, including flood defences (Zone C1); and
- Should be In a location where it is necessary to assist a local authority regeneration initiative or strategy, or contribute to key employment objectives, necessary to sustain an existing settlement or region; and
- Meets the definition of previously developed land and concurs with the aims of Planning Policy Wales; and
- Is supported by a Flood Consequences Assessment (FCA) which demonstrates that the potential consequences of an extreme flood event have been considered.

8.4.3 The application site is located within Flood Zone C1, would contribute to the key employment objectives set out within Policy KP1 by retaining employment, is a previously developed ‘brown-field site’ and an FCA has been produced, with the proposal accordingly designed to mitigate against flooding, which meets the designated acceptability criteria.

8.4.4 Accordingly it is considered that the risks and consequences of flooding can be appropriately managed and that the development is justifiable according with the principles of Policies KP15 and EN14 in addition to the national guidance set out within TAN 15.

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 proposal would result in the relocation of an existing facility from Dumballs Road accordingly there is unlikely to be any considerable increase in traffic upon the city's main routes with the M4, A48 and A4232 being continued to be utilised as previously.

8.5.3 The increase in traffic upon more localised routes such as Wentloog Road and Lamby Way is considered to be manageable and would not cause any detriment to the highway network. The proposed facility would be easily accessible via main routes through an existing industrial area which is characteristically utilised by large vehicles and increased volume of movements it is considered would be negligible.

8.5.4 The access to the site is considered acceptable and to be appropriately designed with swept path analysis demonstrating vehicles can safely traverse the site.

8.5.5 It is proposed that the facility would be served by a 19 space car park which accords with current guidance for a use of the proposed size and type.

8.5.6 The proposal does not include any space for the storage of cycles and whilst it is acknowledged that visits to site are predominantly reliant upon motor vehicles and visitor cycle parking spaces would not be beneficial it is considered that there would be potential for staff to cycle to the facility and, therefore, a condition is recommended that secure and undercover cycle parking spaces be provided at the ratio required for the size of office and welfare building being provided at site.

8.5.7 It is considered the proposal would have no adverse transport impact having a minimal impact upon the road network and accords with the principles of Policies KP8, T5 and W1.

8.6 Other Matters

8.6.1 In regards to comments made by objectors, detailed at para. 7.5, which are not covered above, the following should be noted:

- the effect of a proposal upon neighbouring land values is not a material planning consideration;

- the Councils Ecologist and NRW have raised no concerns with regards to any adverse impact upon protected species;
- there is no indication that foreign waste will be brought to the site, however, this would not affect the acceptability of the proposal;
- the proposal is for a Waste Transfer Station and no Incinerator is proposed.

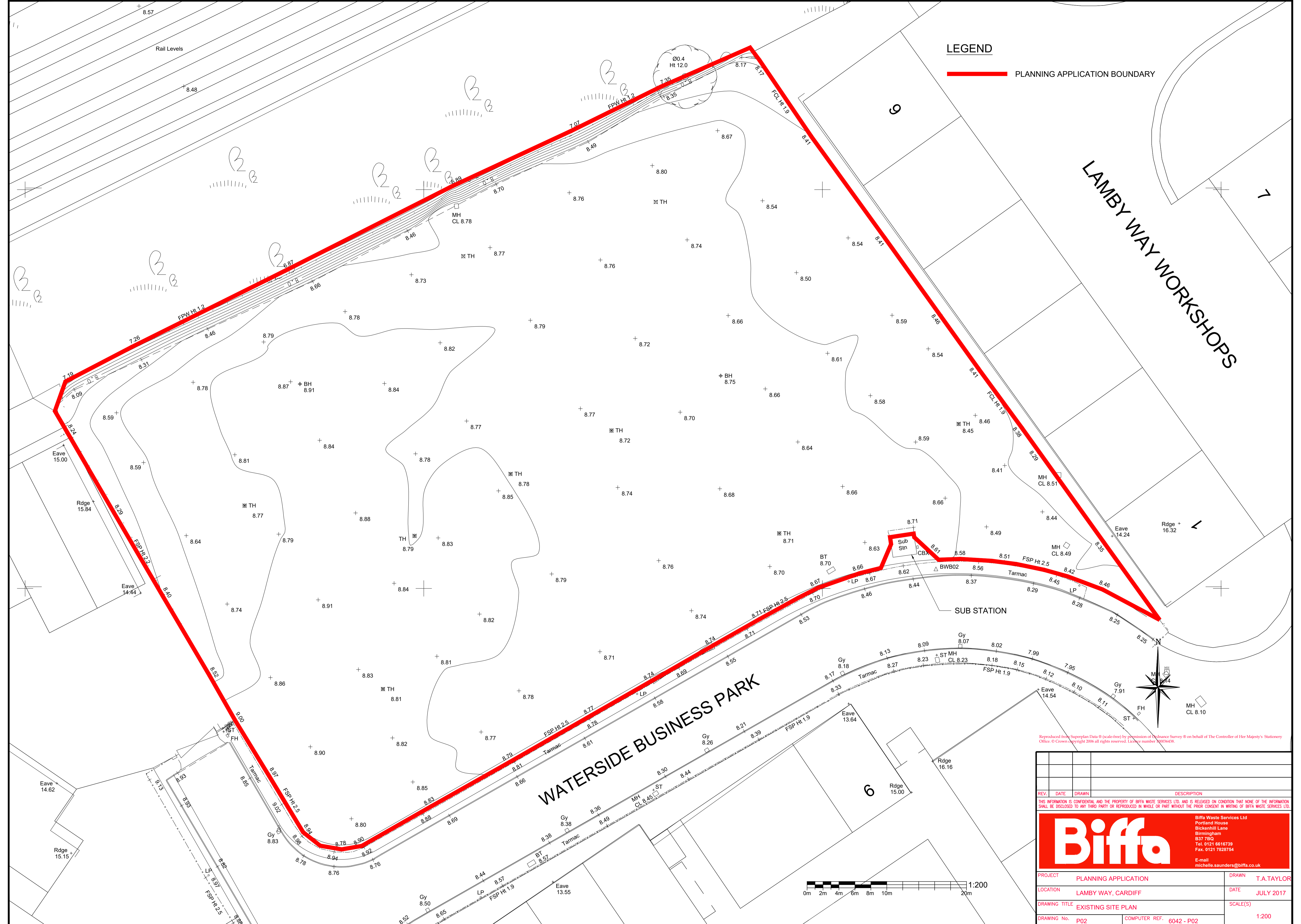
8.6.2 Crime and Disorder Act 1998 - section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

8.6.3 Equality Act 2010 - The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic, over and above any other person.

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

8.7 **Conclusion**

8.7.1 Having regard to the policy context above, the proposal is considered acceptable and it is recommended that, subject to conditions, planning permission be granted.



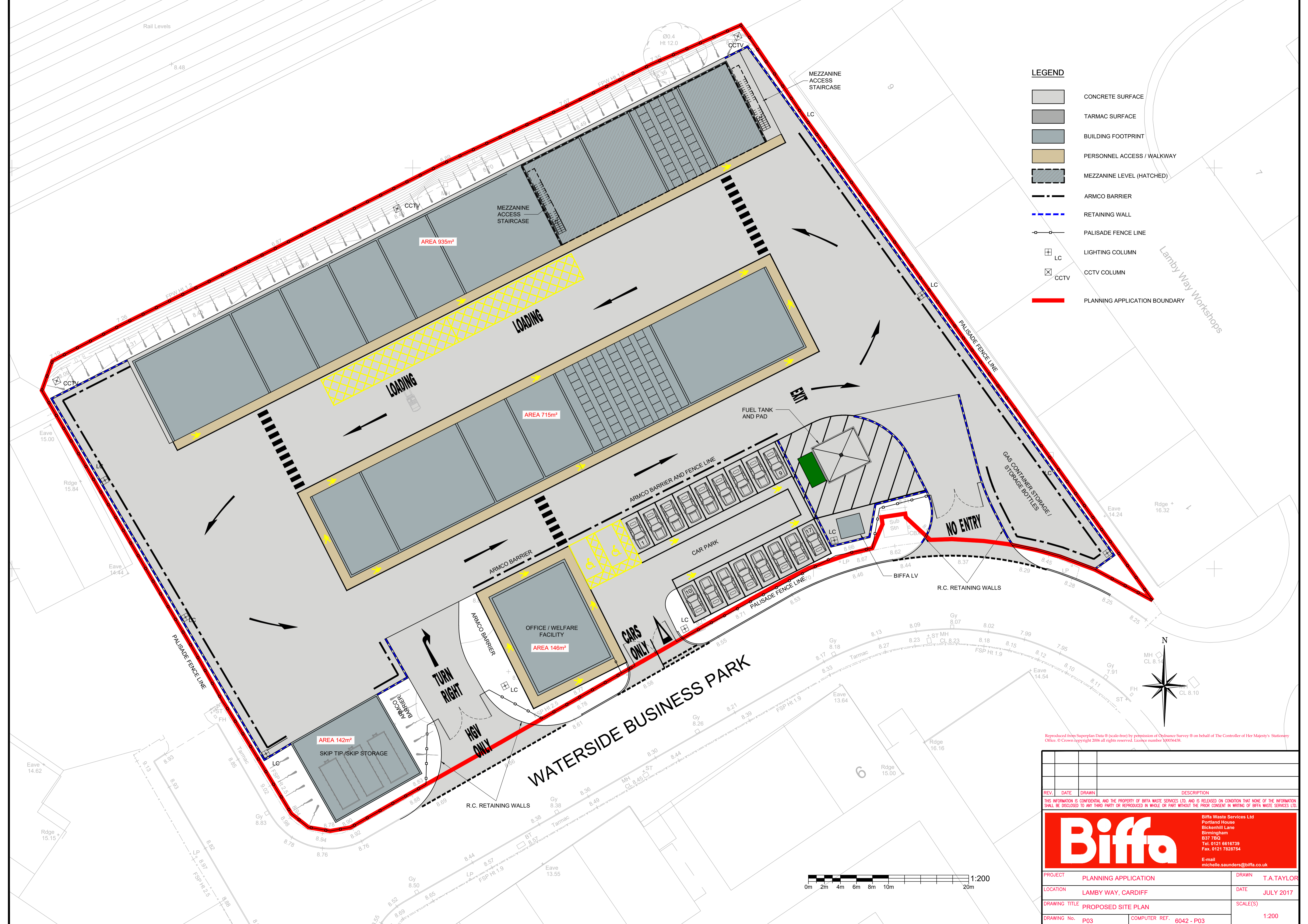
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PROJECT	PLANNING APPLICATION	DRAWN	T.A.TAYLOR
LOCATION	LAMBLY WAY, CARDIFF	DATE	JULY 2017
DRAWING TITLE	EXISTING SITE PLAN	SCALE(S)	1:200
DRAWING No.	P02	COMPUTER REF.	6042 - P02



LEGEND

- CONCRETE SURFACE
- TARMAC SURFACE
- BUILDING FOOTPRINT
- PERSONNEL ACCESS / WALKWAY
- MEZZANINE LEVEL (HATCHED)
- ARMCO BARRIER
- RETAINING WALL
- PALISADE FENCE LINE
- LC LIGHTING COLUMN
- CCTV CCTV COLUMN
- PLANNING APPLICATION BOUNDARY

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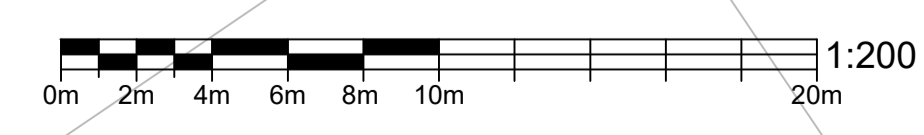
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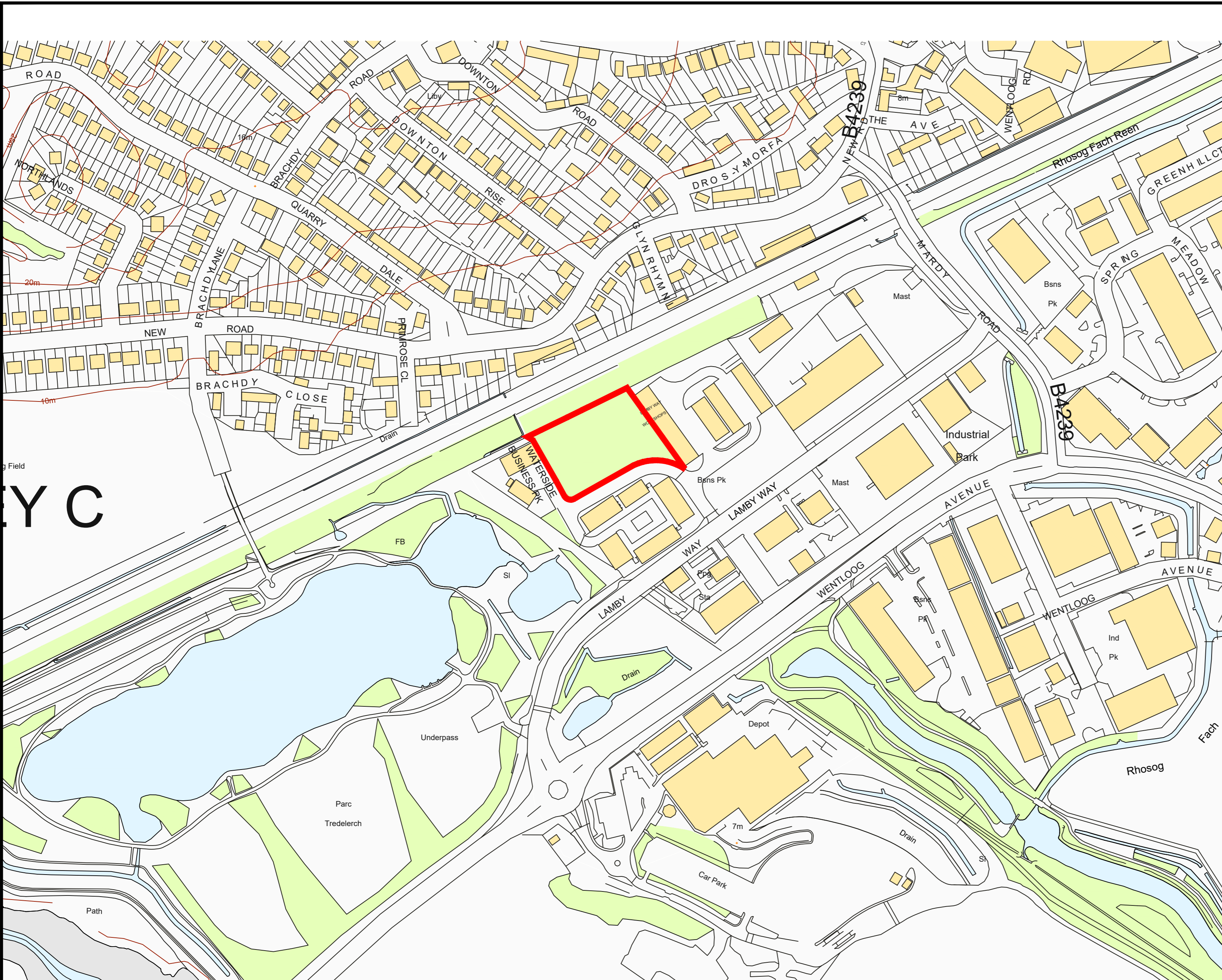
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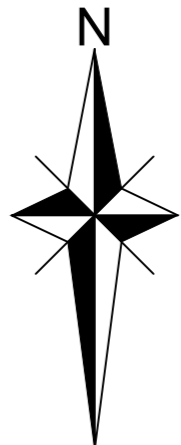
PROJECT	PLANNING APPLICATION	DRAWN	T.A.TAYLOR
LOCATION	LAMBY WAY, CARDIFF	DATE	JULY 2017
DRAWING TITLE	PROPOSED SITE PLAN	SCALE(S)	1:200
DRAWING No.	P03	COMPUTER REF.	6042 - P03





LEGEND

— PLANNING APPLICATION BOUNDARY



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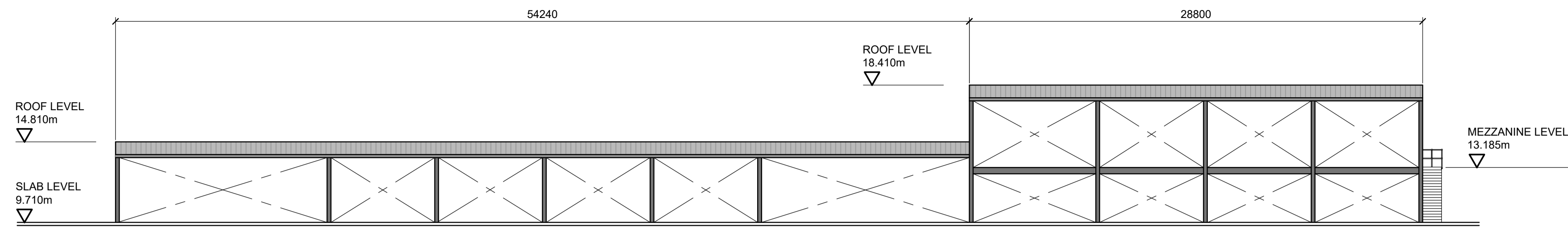


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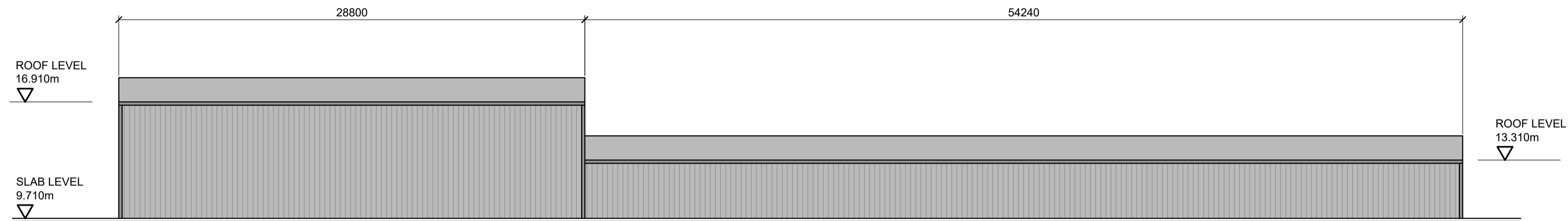
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LOCATION LAMBY WAY, CARDIFF	DATE JULY 2017
DRAWING TITLE SITE BOUNDARY PLAN	SCALE(S) 1:2500
DRAWING No. P01	COMPUTER REF. 6042 - P01



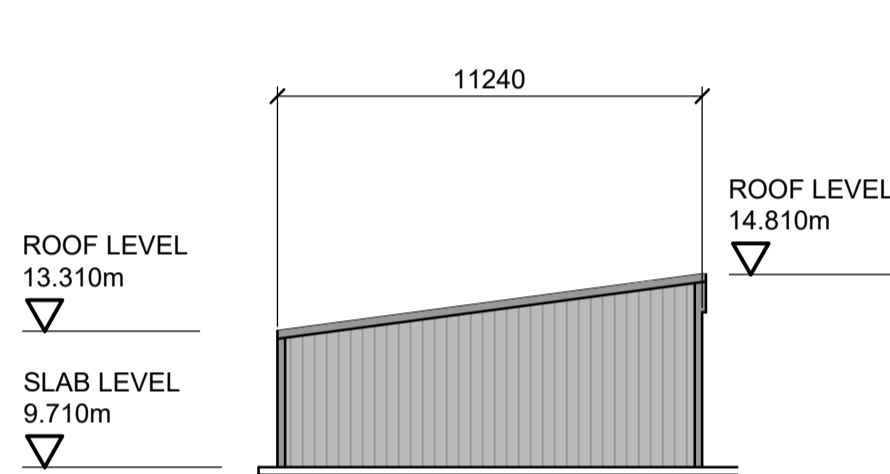
FRONT ELEVATION - STORAGE FACILITY
SCALE 1:200

LEGEND

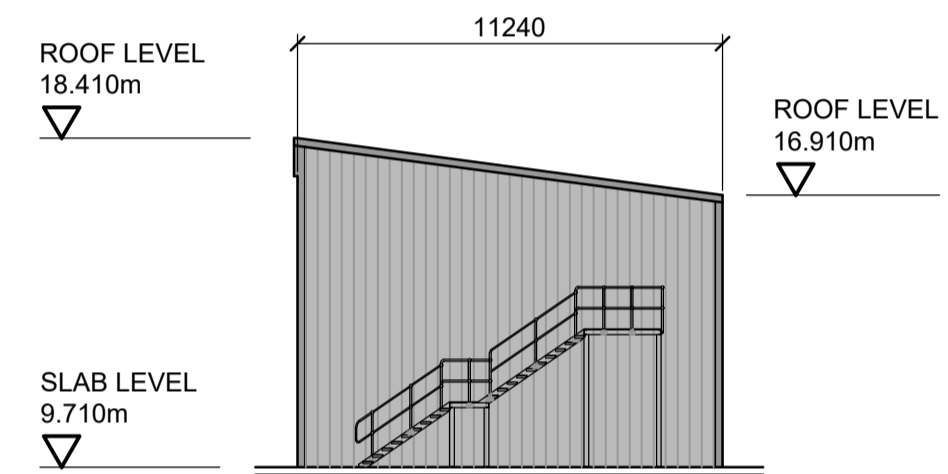
-  CLADDING: GOOSEWING GREY
-  FLASHINGS: MERLIN GREY
-  EXPOSED STEELWORK: GALVANISED FINISH



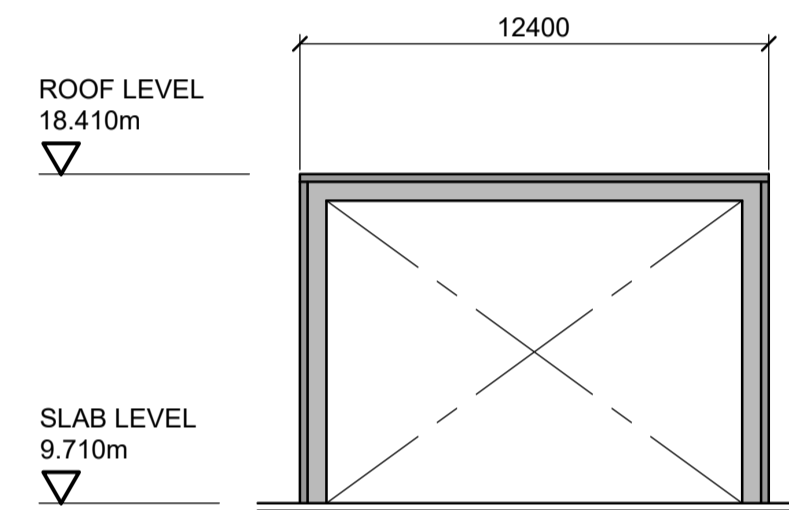
REAR ELEVATION - STORAGE FACILITY
SCALE 1:200



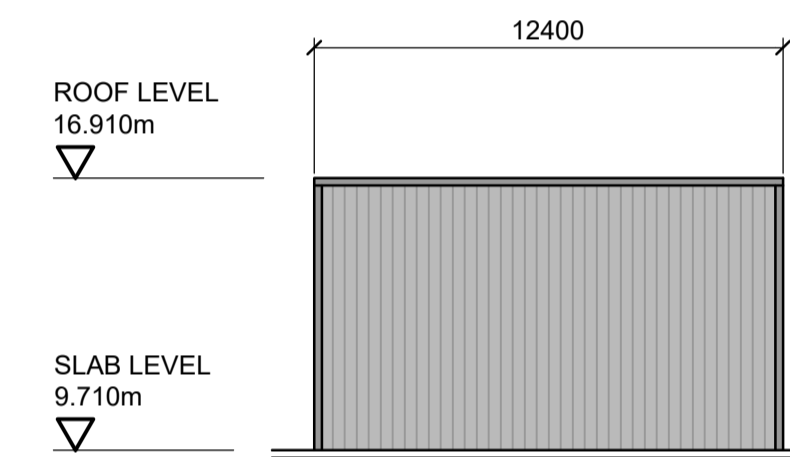
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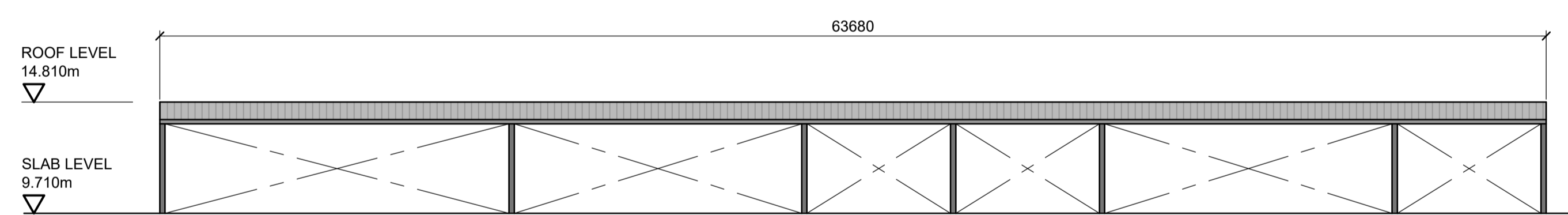
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SCALE 1:200



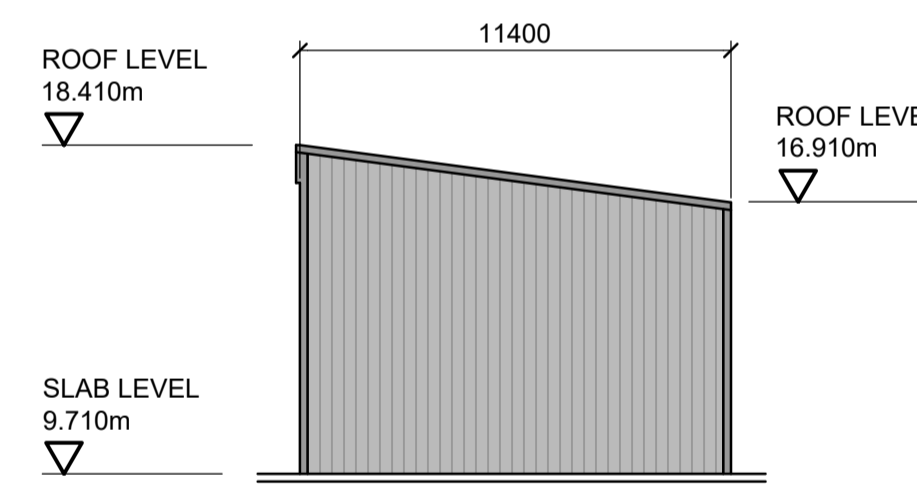
FRONT ELEVATION - (SKIP TIP / STORAGE)
SCALE 1:200



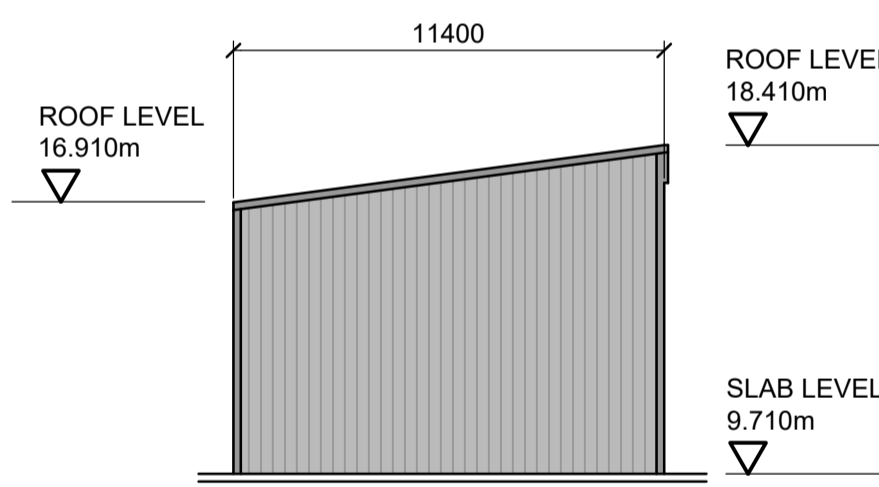
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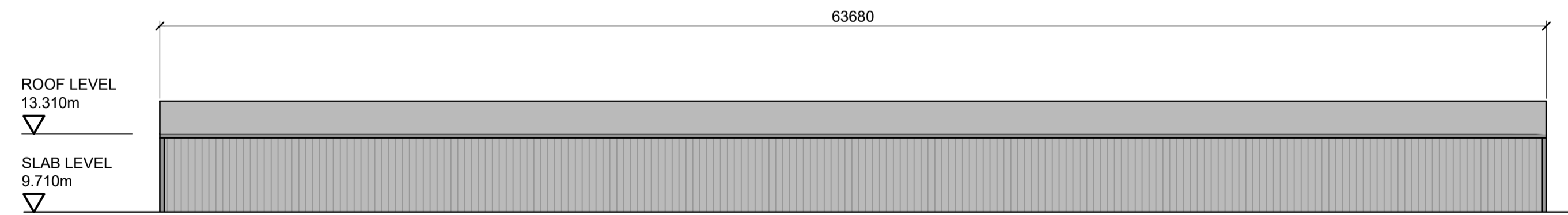
FRONT ELEVATION - PROCESS FACILITY
SCALE 1:200



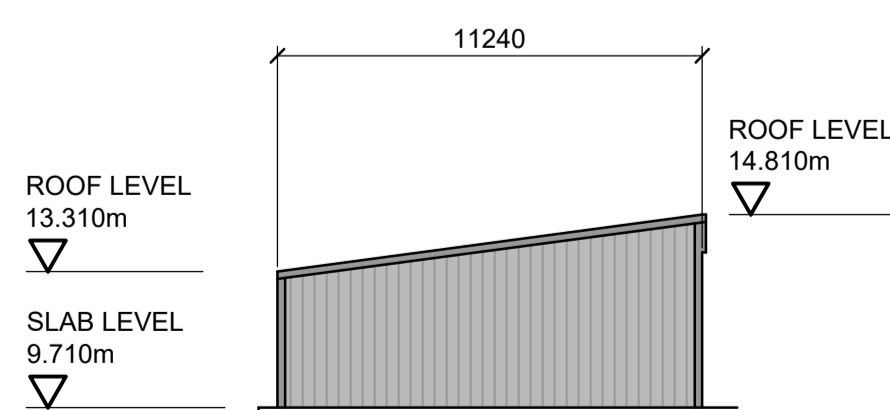
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SCALE 1:200



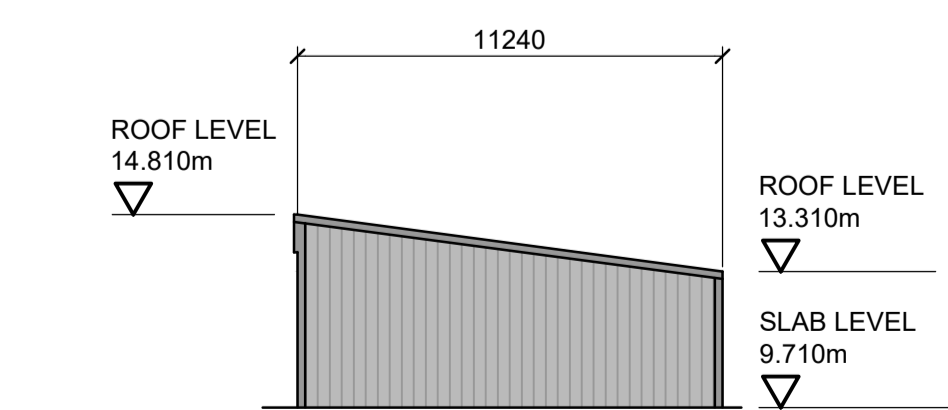
SIDE ELEVATION - (SKIP TIP / STORAGE)
SCALE 1:200



REAR ELEVATION - PROCESS FACILITY
SCALE 1:200

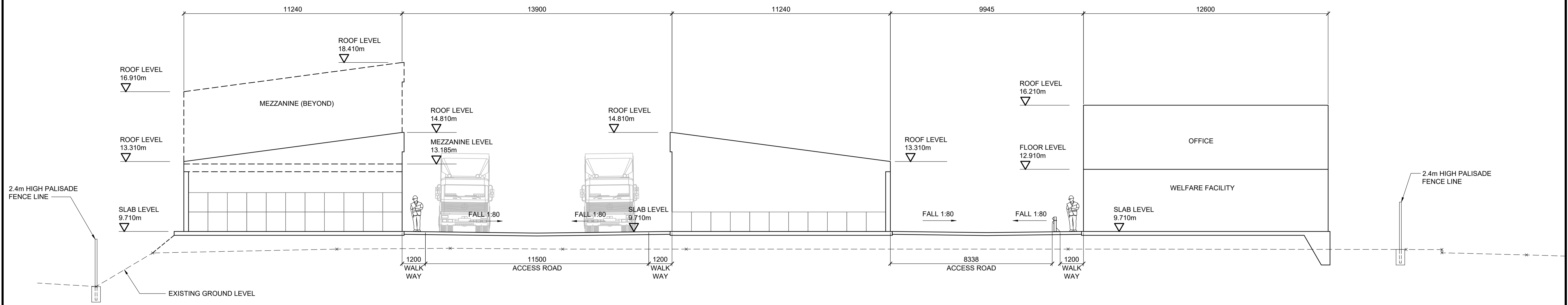


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SCALE 1:200

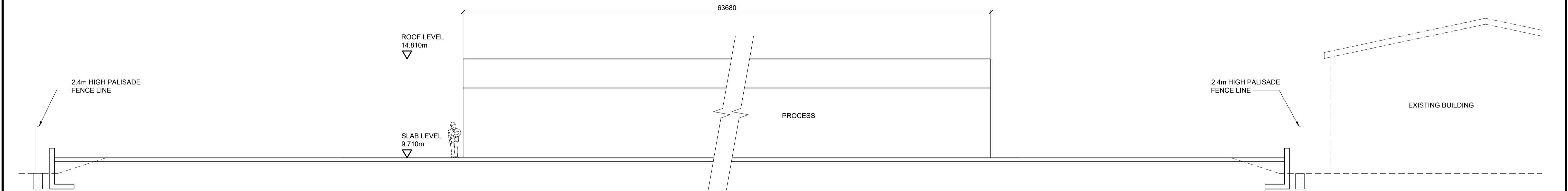


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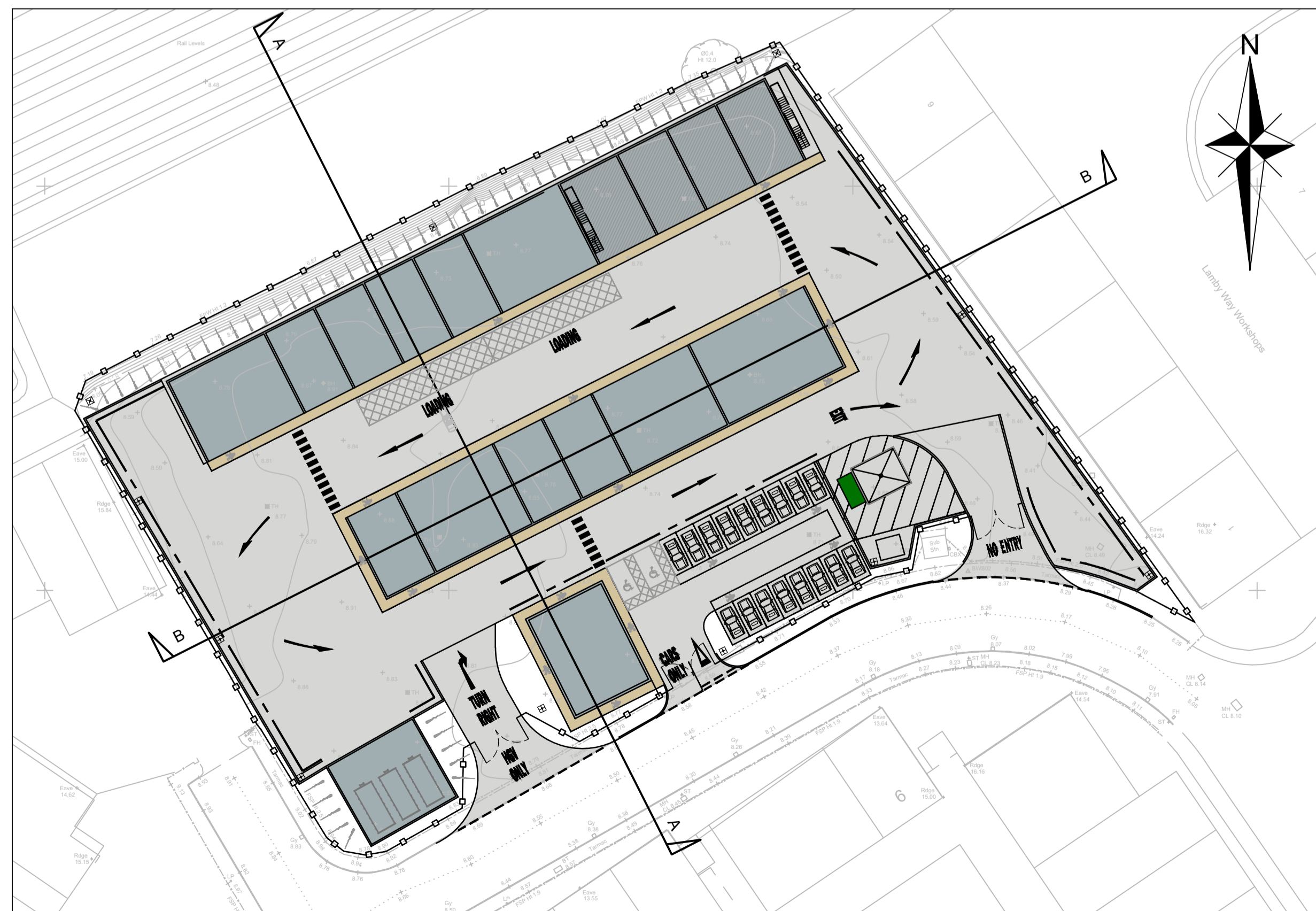
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PROJECT	PLANNING APPLICATION		DRAWN T.A.TAYLOR
LOCATION	LAMBY WAY, CARDIFF		DATE JULY 2017
DRAWING TITLE	PROPOSED BUILDING ELEVATIONS		SCALE(S) 1:200
DRAWING No.	P04	COMPUTER REF.	6042 - P04



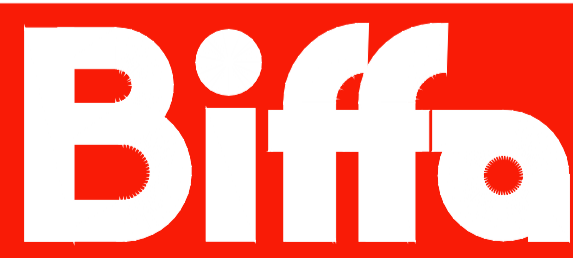
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SCALE 1:100

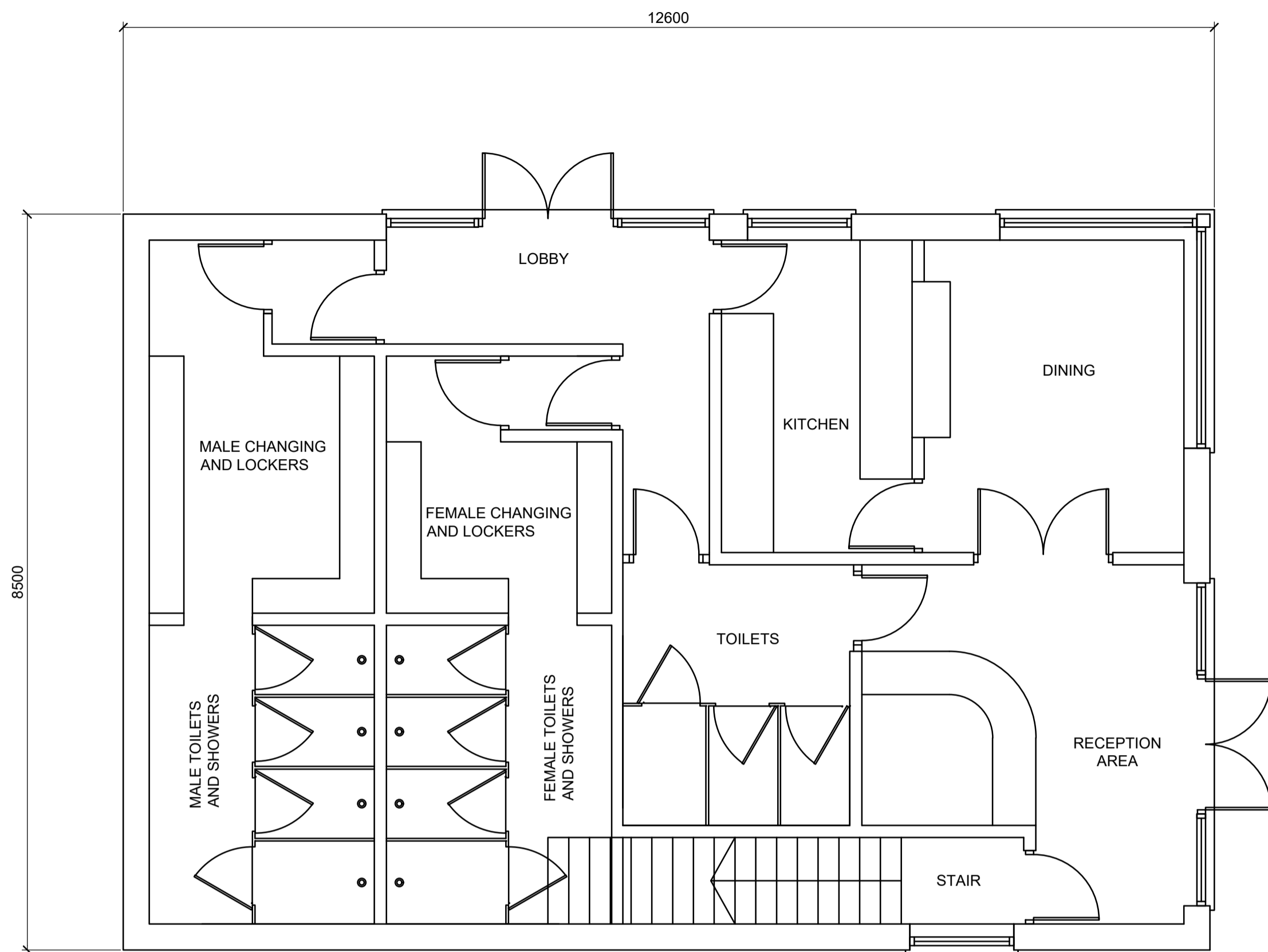


SECTION B-B THROUGH SITE
SCALE 1:100

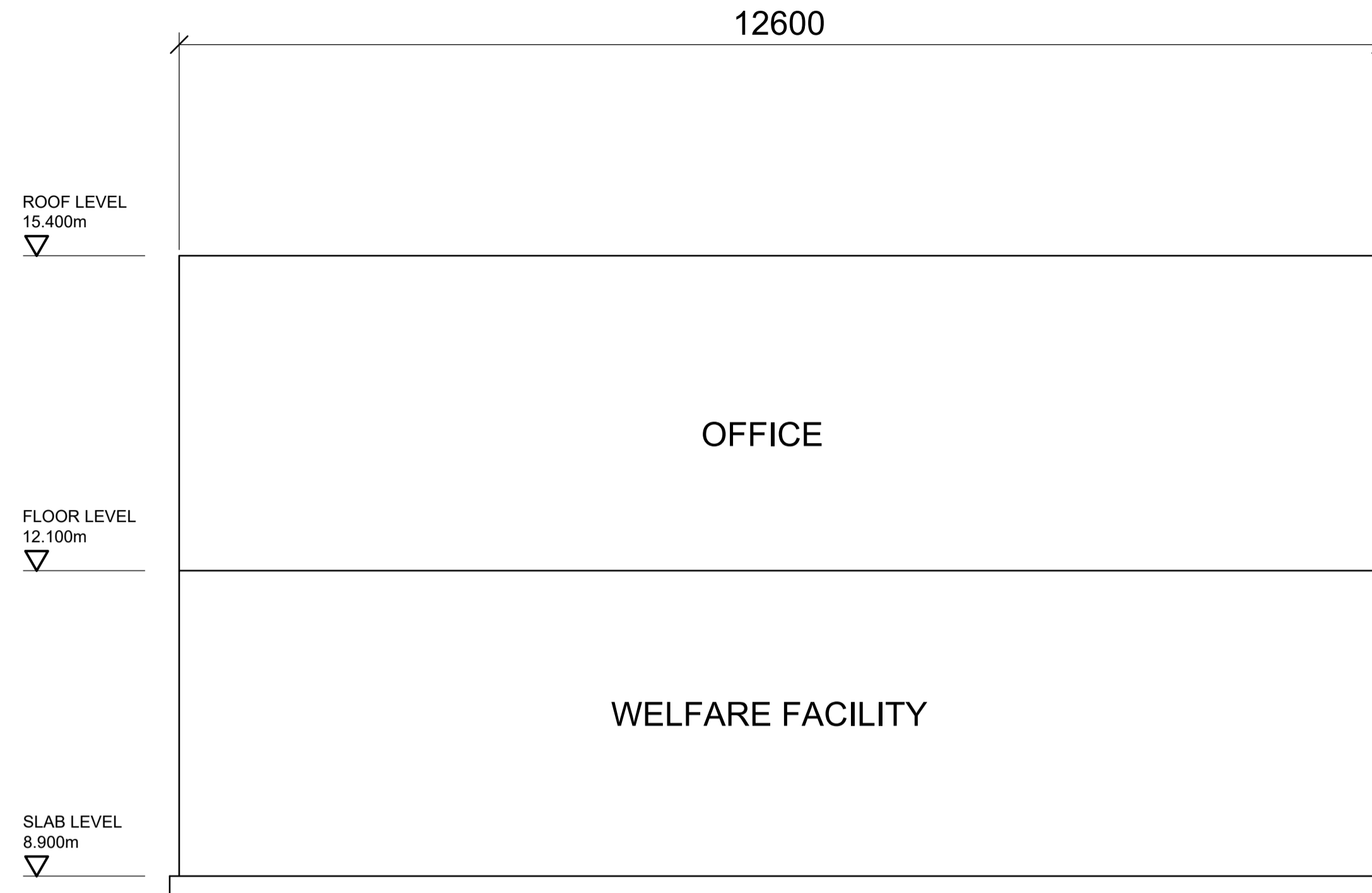


PLAN ON SITE
SCALE 1:500

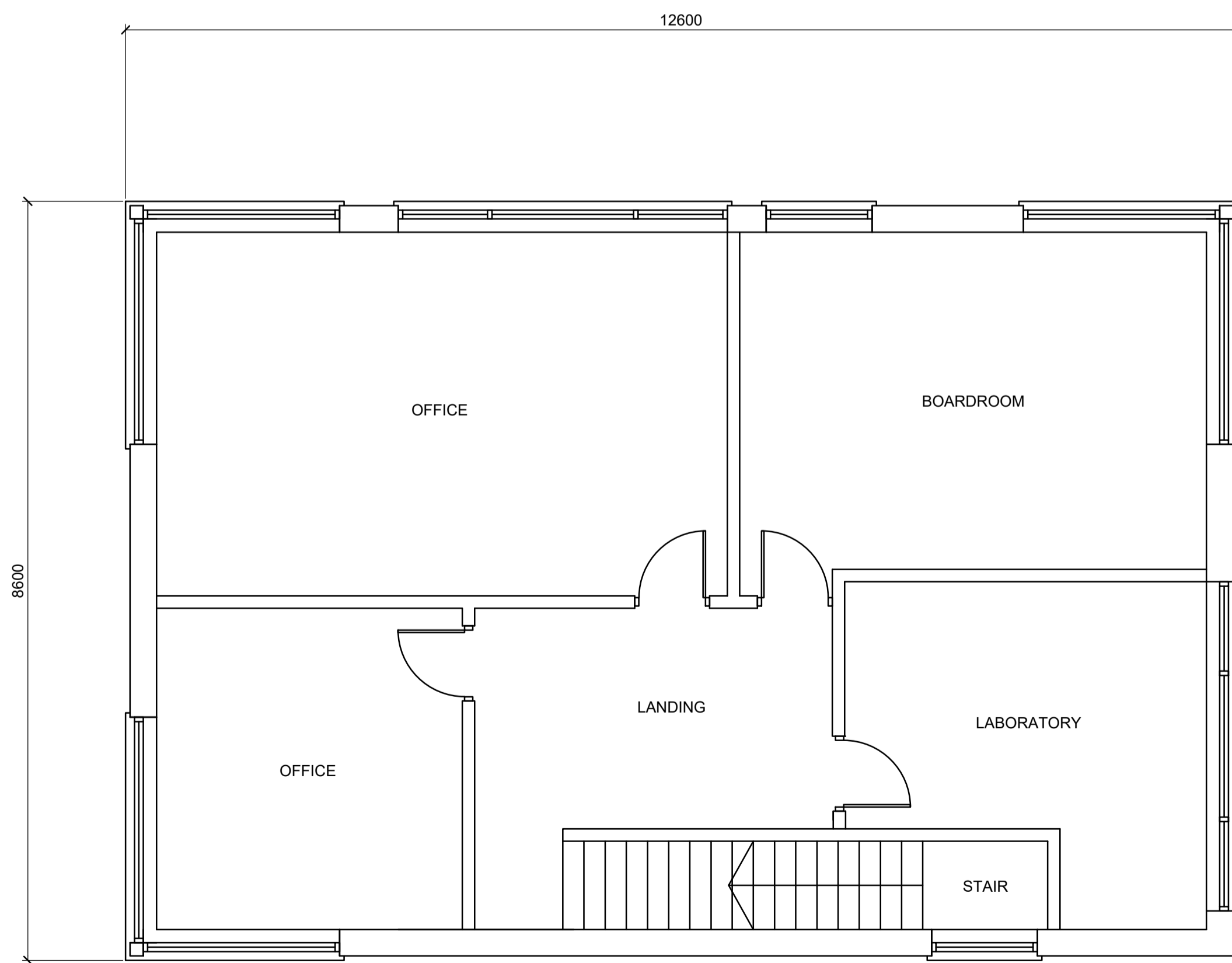
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PROJECT	PLANNING APPLICATION		DRAWN T.A.TAYLOR
LOCATION	LAMB WAY, CARDIFF		DATE JULY 2017
DRAWING TITLE	PROPOSED SITE SECTIONS		SCALE(S)
DRAWING No.	P06	COMPUTER REF. 6042 - P06	1:50, 1:500




FIRST GROUND PLAN (WELFARE FACILITY)
SCALE 1:50



ELEVATION
SCALE 1:50



FIRST FLOOR PLAN (OFFICE)
SCALE 1:50

REV.	DATE	DRAWN	DESCRIPTION
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PROJECT	PLANNING APPLICATION		DRAWN T.A.TAYLOR
LOCATION	LAMBY WAY, CARDIFF		DATE JULY 2017
DRAWING TITLE	PROPOSED OFFICE & WELFARE BUILDING		SCALE(S) 1:50
DRAWING No.	P05	COMPUTER REF.	6042 - P05

Mae'r dudalen hon yn cael ei adael yn wag yn fwiadrol

LOCAL MEMBER OBJECTION

COMMITTEE DATE: 23/01/2019

APPLICATION No. **18/02698/MNR** APPLICATION DATE: 21/11/2018

ED: **CYNCOED**

APP: TYPE: Full Planning Permission

APPLICANT: MR ANDREW BATES – GERAINT JOHN PLANNING
 LOCATION: 19 LLANDENNIS AVENUE, CYNCOED
 PROPOSAL: DEMOLITION OF THE EXISTING TWO-STOREY DWELLING AND GARAGE TO PROVIDE A 6NO. BEDROOM, THREE STOREY DWELLING WITH GARAGE, SWIMMING POOL, POOL HOUSE AND AMENITY SPACE

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

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

Plans

P169-201 Rev B - Site Plan, Location Plan & Street Scenes
 P169-202 Rev B - Floor Plans,
 P169-203 Rev B - Elevations
 P169-201 Rev A - Block Plans & Sections

Documents

Bat and Barn Owl Surveying Services – Survey for Bats April – July 2018
 Planning, Design and Access Statement
 Arboricultural Report (Produced by ArbTS) Dated May 2018
 Tree Protection Plan and Arboricultural Method Statement. Project Ref 458.8 (Produced by ArbTS)

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. No above ground works shall be commenced until samples, of the external finishing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be

carried out in accordance with the approved details.

Reason: To ensure a satisfactory finished appearance to the development in accordance with Policy KP5 of the Cardiff Local Development Plan (2006 - 2026).

4. No development shall commence until details of a scheme for the disposal of surface water has been submitted to and agreed in writing by the local planning authority. The scheme shall include, but not be limited to, an assessment of the potential disposal of surface water via sustainable means. Where a sustainable drainage scheme is to be provided the submitted detail shall:
 - i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measure taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. Include a period for its implementation; and
 - iii. Provide a management and maintenance plan of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure disposal of surface water via possible sustainable means in accordance with Policy EN10 of the Cardiff Local Development Plan (2006 - 2026).

5. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

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

6. Notwithstanding the approved plans, details of the means of enclosure to the front of the property along Llandennis Avenue shall be submitted to and approved in writing by the Local Planning Authority. These details shall have regard to return enclosures as far back at the front elevation of the dwelling and the materials to be used. The approved means of enclosure shall be constructed prior to the beneficial occupation of the dwelling and thereafter retained and maintained.

Reason: To ensure an acceptable finish to the to the development in

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

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking, or re-enacting that Order) no gate, fence, wall or other means of enclosure shall be erected, constructed or placed within the curtilage of any dwelling house forward of any wall of that dwelling house which fronts onto a highway without the prior written consent of the local planning authority.
Reason: The comprehensive design and layout of the development would be adversely affected by the erection of means of enclosure, particularly of different types, in front of dwellings, in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 - 2026)
8. The development hereby consented shall be undertaken in accordance with the submitted Tree Protection Plan and Arboricultural Method Statement.
Reason: To ensure that the proposals will maintain and improve the amenity and environmental value of the area, and to monitor compliance in accordance with policies KP5 and EN8 of the adopted Cardiff Local Development Plan (2006-2026)
9. Notwithstanding the submitted details, prior to beneficial occupation, full details of soft landscaping have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - A landscaping implementation programme.
 - Scaled planting plan.
 - Evidence that service layouts including drainage do not conflict with proposed landscaping.
 - Schedules of plant species, sizes, numbers and densities.
 - Scaled tree pit sectional and plan drawings that show the Root Available Soil Volume for each tree.
 - Topsoil and subsoil specification for all planting types, including full details of soil assessment, protection, stripping, storage, handling, amelioration and placement to ensure it is fit for purpose. Where imported planting soils are proposed, full specification details shall be provided including the parameters for all imported planting soils, a soil scientists interpretive report demonstrating that the planting soil is appropriate for the landscaping type proposed and not only meets British Standards, but exceeds them in terms of suitability for the proposed end use. The specification shall be supported by a methodology for handling, amelioration and placement.
 - Planting methodology and post-planting aftercare methodology.

The submitted details shall be consistent with other plans submitted in

support of the application and the landscaping shall be carried out in full accordance with the approved design and implementation programme.

Reason: To enable the Local Planning Authority to determine that the proposals will maintain and improve the amenity and environmental value of the area, and to monitor compliance in accordance with policies KP5 and EN8 of the adopted Cardiff Local Development Plan (2006-2026)

10. Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced. Replacement planting shall take place during the first available planting season, to the same specification approved in discharge of condition 5, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the amenity and environmental value of the area in accordance with policy EN8 of the adopted Cardiff Local Development Plan (2006-2026).

11. The noise emitted from fixed plant and equipment on the site shall not exceed a rating noise level of background -10dB at the nearest noise sensitive premises when measured and corrected in accordance with BS 4142: 2014 (or any British Standard amending or superseding that standard).

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

12. If site clearance in respect of the development hereby approved does not commence within 2 years from the date of the most recent survey for bats, the approved ecological measures shall be reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned to;

- i) establish if there have been any changes in the presence and/or abundance of bats and
- ii) identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised, and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

Reason: To ensure that the assessment of the impacts of the development upon the species concerned, and any measures to mitigate those impacts, are informed by up-to-date information in accordance with Policy EN7 of the adopted Cardiff Local Development Plan (2006 - 2026).

13. Prior to beneficial occupation of the dwelling, two bat boxes for crevice-dwelling bats shall be provided within the site, the model and location of which to be determined by the applicant's ecological consultant. The bat boxes shall thereafter be retained and maintained.

Reason: In accordance with section 6 of the Environment (Wales) Act 2016, Planning Policy Wales and Policies EN6 and EN7 of the adopted Cardiff Local Development Plan (2006 - 2026).

RECOMMENDATION 2: The applicant is advised that before any alterations are undertaken to the adopted highway, they will require the technical approval of the Highways Authority.

RECOMMENDATION 3: The applicant is advised that they 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

RECOMMENDATION 4: 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 PROPOSED DEVELOPMENT

- 1.1 Planning permission is sought for the demolition of No. 19 Llandennis Avenue; including the outdoor swimming pool and pool house to its rear and its replacement with a 6.no Bedroom, three-storey flat roof dwelling with garage, car-port, indoor swimming pool and associated amenity space.
- 1.2 The proposal also seeks to amend the vehicular access to the site from the

existing in out arrangement to a single, central, access point. Landscaping provision to the front of the dwelling is also included as part of the proposed scheme.

- 1.3 Amended plans have been received at the request of the Local Planning Authority, which show a reduced area of hardstanding/parking at the front of the proposed dwelling and an increased area of landscape provision. The applicants have also made a minor change to the internal layout of the rear annexe within the amended plans. Additionally, the location of a WC and changing room serving the swimming and fitness room within the rear annexe, which is semi-internalised, would be relocated within the annexe within the amended scheme.

2. DESCRIPTION OF SITE

- 2.1 No. 19 Llandennis Avenue is a large detached, two storey, hipped roof, dwelling located within a street characterised by large, detached properties set within large plots. The building is set back from Llandennis Road by approximately 15m, which is consistent with others along this particular section and side of the street, though there is no strict building line evident. An attached double garage projects forward of the dwelling towards the street in the northeast corner of the site.
- 2.2 The existing property stretches cross the majority of the width of the site, sitting just inside of the boundary with the property to the east and approximately 4m in from the boundary with the property to the west.
- 2.3 The application section of Llandennis Avenue is on a slight gradient and therefore No. 19 sits on a marginally lower ground level than No. 17 Llandennis Avenue and higher ground level than No. 21.
- 2.4 The property benefits from an extensive rear garden measuring approximately 40m in length and 25m in width. The garden contains an outdoor swimming pool and brick built pool house. Mature trees line the boundary of the site with the neighbouring properties to the south, located on Pennant Crescent.
- 2.5 Two vehicular access points serve the existing dwelling from Llandennis Avenue in an in out type arrangement. A large hardstanding parking area is located directly in front of the double garage and property with a semi-circular shaped lawn located between it and Llandennis Avenue.
- 2.6 The application site is not located within a conservation area or a flood zone, as identified TAN 15 Development Advice Map.
- 2.7 No listed buildings or trees subject of a Tree Preservation Order are affected by this proposal.

3. SITE HISTORY

- 3.1 05/02802 /E – Internal alterations, demolish porch, construct new porch -

Permitted

3.2 98/01878/N – Construction of a double garage, circular drive and exit to highway, internal alterations and front entrance porch - Permitted

3.3 88/01736/N – Demolition of existing garages & outbuildings – new double garage with 2 bedrooms and bathrooms over - Permitted

4. POLICY FRAMEWORK

4.1 National Planning Policy

- Planning Policy Wales (Edition 10, December 2018)

Paragraph 3.9 of Planning Policy Wales (Edition 10) states that; *‘The special characteristic of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.’*

Paragraph 3.16 states that; *‘Planning authorities shouldnot attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions.’*

- Technical Advice Note 12: Design

Paragraph 4.9 of Tan 12 states that *‘Opportunities for innovative design will depend on the existing context of development and the degree to which the historic, architectural, social or environmental characteristics of an area may demand or inhibit a particular design solution. Thorough appraisal of context can provide design pointers, which help to inspire an innovative design response, which meets present and future needs. A contextual approach should not necessarily prohibit contemporary design.’*

- Environment (Wales) Act 2016.

4.2 Cardiff Local Development Plan 2006 -2026

- Policy KP5 (Good Quality Sustainable Design)
- Policy KP7 (Planning Obligations)
- Policy KP14 (Healthy Living)
- Policy KP15 (Climate Change)
- Policy H3 (Affordable Housing)
- Policy KP16 (Green Infrastructure)
- Policy EN8 (Trees, Woodlands and Hedgerows)
- Policy EN10 (Water Sensitive Design)
- Policy EN13 (Noise, Air , Light Pollution and Land Contamination)
- Policy T5 (Managing Transportation Impacts)
- Policy T6 (Managing Transport Impacts)
- Policy C3 (Community Safety/Creating Safe Environments)

- Policy W2 (Provision for Waste Management Facilities in Development)

4.3 Supplementary Planning Guidance

- Managing Transportation Impacts (July 2018)
- Infill Sites SPG (November 2017)
- Residential Design Guide (January 2017)
- Waste Collection and Storage Facilities (October 2016)
- Green Infrastructure (November 2017) (Including Technical Guidance Notes relating to: Ecology and Biodiversity; Trees and Development; Public Rights of Way and Development; River Corridors; Protection and provision of Open Space in New Development; Soils and Development)

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The Operation Manager: Traffic and Transportation raised concerns over the amount of car parking space proposed, indicating that the Managing Transportation Impacts SPG advocates a maximum of two spaces. Concerns were also raised that the number of secure cycle storage spaces proposed did not meet the numbers set out in the SPG.
- 5.2 A request for an advisory be added to any grant of planning permission requiring the applicant to obtain a licence from the Council to create a new vehicle crossover/dropped kerb was also made.
- 5.3 Following the receipt of amended plans, the Operation Manager: Traffic and Transportation raised no objection to the scheme, noting that the cycle storage provision is now in line with the guidance contained in the SPG and the reduced parking area is now acceptable having regard to the accessibility and manoeuvrability.
- 5.4 The Operation Manager (Waste Management) raises no objection to the proposal, providing advice with regard to waste collections and containers.
- 5.5 The Operation Manager (Shared Regulatory Services – Pollution Control: Noise and Air): Raise no objection subject to a condition controlling plant noise and an advisory regarding noise from demolition and construction activities
- 5.6 The Operational Manager Drainage raises no objection to the application subject to a condition controlling surface water drainage.
- 5.7 The Housing Strategy Manager: advises that given that the application site exceeds 0.1 hectares, a financial contribution of £31,134 towards affordable housing would be sought.
- 5.8 The Council's Tree Officer raises no objection to the application subject to condition controlling landscaping and its aftercare.
- 5.9 The County Ecologist: Raises no objection to the application proposal subject

to conditions requiring the provision of an updated bat survey should demolition works not commence within 2 years and the provision of bat boxes on site.

6. EXTERNAL CONSULTEE RESPONSES

6.1 Welsh Water have no objection subject to a drainage condition and an advisory regarding any connection to the public sewer.

7. REPRESENTATIONS

7.1 The owners/occupiers of 16 neighbouring properties have been consulted on the proposal.

7.2 In total, 17 letters of objection (including one further objection) have been received in opposition to the proposal.

7.3 A summary of the objections received are below;

- The application proposal contravenes the guidance set out in the Council's Infill Sites SPG through failing to protect the amenity of new and existing residents, failing to make a positive contribution to the creation of distinctive communities, places and spaces, and failing to respond to the context and character of the area. The proposal would also fail to respond to the localised scale and massing of neighbouring dwellings, predominant facing material and local architectural detailing.
- The proposal would form a visually discordant addition.
- Llandennis Avenue is characterised by the presence of mature houses built in the 1930's to 1950's which are of a style and size to complement each other. The contemporary design of the proposed development would subsequently be out of keeping with the rest of the avenue.
- The proposal will do nothing to enhance the road or the surroundings.
- The design of this new proposed house would form a visually discordant, incongruous and overbearing addition within the street.
- The proposed dwelling, being of three storeys, is too high and disproportionately large.
- The proposal, a three-storey, flat roofed property, will overlook the handsome houses around it and will be out of character and place. Any new dwelling should be in keeping with the other houses in the road.
- The development is too large for the site and road, being significantly larger than the existing house on the plot.
- There are no other 3-storey buildings on this scale in the road and the flat roof design is not in character with the other properties in the road, which have pitched roofs.
- The proposed development is not consistent with the Council's own Local Development Plan Policy KP5 (Good Quality and Sustainable Design) for the following reasons;
 - The design does not respond to the local character and context of

- the building and landscape setting.
 - The design does not integrate with the existing high quality buildings and quality landscape topography.
- The proposal represents an overdevelopment of the site.
- The proposal would have no positive connection with surrounding communities.
- The development would have an adverse effect on the value of other properties in the surrounding area and would put off perspective buyers of other properties in the street or cause delays in their sale.
- Llandennis Avenue is of high reputation and value as a residential area. The “totally out of place” design proposed will spoil its character and reputation.
- The proposed boundary wall will make the front garden look more like a compound.
- The design is an eyesore of cubes and flat roofs.
- The swimming pool element of the proposed dwelling would form an intrusive addition along the boundary with the neighbouring property and impact upon the amenity of the neighbouring residents.
- Past extensions to houses and new builds within the street have been sympathetic to the other properties in the street.
- At some 9000 sq ft, the proposed dwelling is a gross overdevelopment of the site.
- The construction of the dwelling would involve heavy vehicles using the roadway causing noise, inconvenience and damage to the road surface.
- The development would harm the amenity of the neighbourhood by virtue of its design and over-bearing presence contrary to policies KP5 and H5 of the LDP.
- The third floor terrace of the proposed dwelling would provide a sightline into neighbouring gardens.

7.4 The Local Ward Members for Cyncoed were also consulted and letters of objection have been received to the proposal from Councillors Bablin Molik and Kathryn Kelloway for the following reasons.

7.5 Councillor Bablin Molik (comments provided verbatim)

- *The proposed build is out of character for Llandennis Avenue. Llandennis Avenue is a very well proclaimed road across Wales and its characteristic and infill developments requirements need to be preserved. The application is not honouring the characteristic of the road and the proposed build, though impressive, is not suited for this location on several grounds:*
 - 1) *The flat roofing style is not observed on any other residential properties on the avenue.*
 - 2) *Three storey build is also not observed on this avenue*
 - 3) *The materials (walls, doors and windows) and aesthetics of the proposed build is also out of character for the avenue*

4) *The roof top green area will infringe on surrounding properties privacy*

7.6 Councillor Kathryn Kelloway

- *Llandennis Avenue consists predominantly of large traditional family dwellings. The proposed three storey, flat roofed development is of a modern and bulky design which does not fit in with the architectural character of this suburban section of Llandennis Avenue and is contrary to the principles set out on page 25 of the “Cardiff Residential Design Guide” Supplementary Planning Guidance, which advises that new developments should integrate sympathetically with existing buildings and protect or enhance elements which contribute to the local character. The proposed development, by virtue of its scale, use of materials, massing and architectural style, would form an incongruous element in the local street scene and would be out of keeping with the character and design of other existing buildings.*
- *The dimensions of the existing detached dwelling at 19 Llandennis Avenue fit well on the site. The proposed development would be significantly higher, wider and longer than the existing structure and could present an overdevelopment of the site. This would be contrary to the advice given on page 25 of the “Cardiff Residential Design Guide” Supplementary Planning Guidance, which states that developments should “complement the scale and massing of neighbouring built forms...” At page 52, the SPG also states “We will resist forms of developments where the scale and massing of any buildings or other elements of a scheme are discordant, or aspects of the scheme are poorly chosen or located in the street scene”. The proposed development, by virtue of its scale and massing, would stand out and have an overbearing impact on the street scene, to the detriment of the residential amenity of other local occupants.*
- *The existing building at 19 Llandennis Avenue integrates well into its street setting in so far as it does not impact adversely upon the quiet enjoyment by adjacent residents of their properties. The proposed building would bring it nearer to the boundaries and, by virtue of its increased height, would accentuate the dominating effect of the building and could cause issues of overlooking. It is also noted that the location of the proposed plant room, at the boundary with 17 Llandennis Avenue, would likely further erode the residential amenity of the neighbours by virtue of the noise this generates, particularly as the room is proposed at ground level and there is no indication that it will be sufficiently sound proofed.*
- *Local residents are not adverse to a reasonable development and in fact there have been many pleasing and architecturally sympathetic extensions and reconstructions along the road but the proposed development is likely to be of an un-neighbourly nature which will be detrimental to the local character of the area and to the amenity of*

other residents. The proposed development is also contrary to the LDP, KP5 and Sustainable Design and Infill Sites SPG's. It is a concern that if this development were to go ahead, it would create a precedent that would further diminish the local character of the road in the future.

7.7 Both Councillor Molik and Kelloway have requested that the application be considered by planning committee.

8. **ANALYSIS**

8.1 The changes made within the submitted amended plans have been considered as part of the below analysis.

8.2 The key issues for consideration are:

- i. The effects of the proposed development on the character and appearance of the street scene and area.
- ii. The impact of the proposed development on the amenities of neighbouring occupiers;
- iii. The acceptability of the proposed parking/access arrangements and boundary enclosure
- iv. Affordable Housing
- v. Other Matters

The effects of the proposed development on the character and appearance of the street scene and area

8.3 Policy KP5 of the adopted Cardiff Local Development Plan: states that 'All new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by (inter alia)

- i. Responding to the local character and context of the built and landscape setting so that the layout, scale, form massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;
- x. Ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities.

8.4 The Council's approved Infill Sites Supplementary Planning Guidance: (2017) advises at paragraph 2.13 that;

'It is important to strike a balance between maintaining the established positive character of a residential street and introducing additional housing. To avoid a 'town cramming' effect, any proposals must:

- *Maintain a useable amenity space or garden for new as well as any existing dwellings/ occupiers.*
- *Maintain an established spacing between buildings that respects the pattern of layout in the vicinity of the site.*

- *Maintain appropriate scale and massing which respects buildings in the vicinity of the site.*
- *Respect the building line and be of a design which complements the existing street scene.*

The SPG further advises, at paragraph 3.8, that;

'Infill development needs to be sensitive to its context. It is important that in residential areas where there is a clear existing pattern and form of development, that new buildings, landscaping and boundary treatments (e.g. gates, railings, walls and hedges) complement the character of the surroundings. A thorough understanding of detailing in the street scene which contributes to the form and character of the area needs to be gained and responded to.'

- 8.5 Llandennis Avenue is not located within a conservation area and whilst the properties within it are generally large and of a traditional design, they are not considered to exhibit such uniformity in their form, finish, scale and massing, that the proposed development would unacceptably undermine its character.

Scale, Massing & Building Line

- 8.6 The proposed dwelling would be located in a street consisting of large detached dwellings set in substantial plots. Whilst the dwelling would be larger than that of the existing property on the site, it is not considered that its scale and massing would be excessive within the plot or within the context of the street scene. The principal, street frontage, element of the dwelling would be positioned in broadly the same location as that of the existing property and sited on approximately the same building line. The proposed dwelling would actually sit squarer within the plot and therefore sit more comfortably within it than the existing dwelling.
- 8.7 Whilst the existing dwelling on the site is two-storey, the proposed building would be approximately 1.5m taller than the existing dwelling at its highest point, despite being three-storeys. The dwelling would however be no taller than that of the ridge height of the neighbouring properties on either side, as is illustrated in the submitted 'Proposed Street Scene.' The height of the principal 2-storey element of the proposed dwelling would be approximately 1.5m higher than the eaves height of the existing property, though at a consistent height as that of the eaves height of no. 17. The second floor of the proposed dwelling, being set back and in, would also aid in reducing the perceived massing of the top floor of the building. Taking the above into consideration, the height of the proposed dwelling is considered acceptable within the context of the streetscene and considered to be consistent with the requirements of Policy KP5 of the adopted LDP in this sense.
- 8.8 It is noted that other properties along Llandennis Avenue contain accommodation within their roof-spaces, equivalent to the second floor of the proposed dwelling. Whilst the third floor of the proposed dwelling is of a more prominent design, through not being located within a roof-space, it is not considered unreasonable for living space to be accommodated at second floor

level within the proposed scheme.

- 8.9 The layout and massing of the proposed dwelling is such that the two-storey element of the building would project back into the site just beyond the single-storey rear extension to the rear of No. 17 but be in line with that of the principal rear elevation of No. 21 on the opposite side. Whilst the single storey annexe, containing a swimming pool and gym, would project back further into the site, it is not considered that the principal mass of the proposed dwelling would project back into the site by an uncharacteristic or therefore unacceptable distance.
- 8.10 The single storey annexe proposed at the rear of the dwelling would project back into the site well beyond the principal rear elevation of the proposed dwelling. The rear annexe would however be set off the boundary with no. 17 by approximately 1.4m and be of a consist scale as that of the swimming pool extension at the rear of No. 21 next door. It is therefore considered that the scale of the annexe is proportionate to the principal element of the application dwelling and within the context of the site and area. A suitably generous garden area would also be retained.
- 8.11 Whilst the proposed carport would project forward of the principal elevation of the dwelling, it would be located in approximately the same location as that of the existing double garage. As such, its addition would be considered acceptable

Spacing

- 8.12 The footprint of the proposed dwelling, through siting squarer within the plot than that of the existing property, would be positioned further away from the boundary with No. 17 than the existing dwelling. The proposed dwelling would sit closer to the boundary with No. 21 however, with a gap of approximately 1.8m being retained between its side elevation and the shared boundary and 3m between buildings. Whilst the proposal would reduce the spacing between this neighbouring property, the retained spacing would be considered acceptable within the context of the street where there is no clear or characteristic spacing rhythm between properties and similar separation distances as that proposed are evident.

Architectural Style

- 8.13 Paragraph 3.9 of Planning Policy Wales (Edition 10) states that; '*The special characteristic of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.*' However under Paragraph 3.16 it further states that; '*Planning authorities shouldnot attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions.*'
- 8.14 Paragraph 4.9 of Tan 12 states that '*Opportunities for innovative design will depend on the existing context of development and the degree to which the historic, architectural, social or environmental characteristics of an area*

may demand or inhibit a particular design solution. Thorough appraisal of context can provide design pointers, which help to inspire an innovative design response, which meets present and future needs. A contextual approach should not necessarily prohibit contemporary design.'

- 8.15 Concerns have been raised by local residents that the proposed dwelling would not be in keeping with other properties along Llandennis Avenue, which have pitched roofs and are generally of a traditional vernacular. There is however an evident variety in the design, arrangement, roof forms and finish of the properties along the street and within the wider area. It is not for the Local Planning Authority to dictate architectural style and having regard to Planning Policy Wales and Tan 12, there is no policy requirement for the proposal to match or replicate that of its surroundings. Llandennis Avenue is not located within a conservation area and whilst the properties within it are generally large and of a traditional design, they are not considered to exhibit such uniformity in their form, finish, scale and massing, that the proposed development would unacceptably undermine its character.
- 8.16 The proposed dwelling would be of a flat roof contemporary design, however taking paragraph 3.16 of Planning Policy Wales into account and given that the scale, massing, siting and layout of the proposed development is considered to appropriately respond to the surrounding built form, it would be unreasonable to refuse this application on the basis of the contemporary design and flat roof finish proposed alone.

The proposed dwelling would be finished in white acrylic render with dark grey aluminium cladding and dark grey aluminium fins to the carport. The windows would be powder coated aluminium in a matching dark grey. The roof would be finished in a grey single ply membrane and green sedum. The areas of sedum roof would be restricted to the rear annexe and rear section of the two-storey element of the building. Numerous skylights and PV panels would also be sited on the differing roofs of the dwelling.

There is a wide variety of finishing materials evident along Llandennis Avenue, including the widespread use of render. Whilst no other sedum roofs are evident along Llandennis Avenue, the sections of roof proposed on the application dwelling would be located towards the rear of the building. As such, it would not represent a prominent addition within the street scene.

Guidance contained in the Infill Sites SPG states that; *'Materials (colour, texture and extent) used for roofing, walls, doors and window frames should respond to the dominant construction or facing material in the area; materials should either match exactly or be complimentary'*,

Taking into consideration the broad variety of finishing materials evident in the locality, the finishing materials proposed are considered to meet the above guidance and therefore Policy KP5 of the LDP.

The impact of the proposed development on the amenities of neighbouring occupiers

- 8.17 Policy KP5 (x) of the adopted Cardiff Local Development Plan requires consideration to be given to the impact of development upon the amenity of neighbouring occupiers. Further guidance is provided in the Council's Infill Sites SPG. Under Paragraph 4.11, this states that *'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.'*

Overlooking

- 8.18 It is considered that the proposed development would not result in the neighbouring properties, or their associated amenity spaces, being unacceptably overlooked. The principal rear elevation of the proposed dwelling would project only marginally further back into the application site than that of the rear projection at the rear of No. 17 which sits directly adjacent to the boundary with No. 19. Whilst balconies are proposed at the rear of the proposed dwelling on both the first and second floors, these have been designed with walls at either end, thereby restricting views towards the neighbouring properties and their associated amenity spaces to oblique angles.
- 8.19 Whilst some angled views over parts of the neighbouring properties rear gardens will be inevitable from the first and second floor windows and balconies of the proposed dwelling, a degree of mutual overlooking between neighbouring dwellings is a common feature of urban living and the proposal would not be unusual or unacceptable in this respect. It is also noted that the existing property benefits from numerous first floor windows at its rear along with an external terraced area. Whilst the rear of the proposed dwelling would be heavily glazed, taking the existing situation into consideration and given the above, it is not considered that the proposed development would result in an unacceptable level of overlooking upon the neighbouring properties at either side.
- 8.20 It is noted that a window is proposed in the side elevation of the gym on the second floor of the proposed dwelling. It is not considered necessary for this window to be obscurely glazed due to limited overlooking opportunities which it would be afforded given its height and the set back of the second floor. It is also noted that a window was present on the western elevation of the existing property and that windows in the eastern elevation of No. 21 are obscurely glazed. It is not therefore considered that the introduction of this window would have any greater overlooking impact than that currently exists.
- 8.21 The other windows proposed on the side elevations of the dwelling are either at ground floor and high level, ground floor and serve a WC or boot room or at first floor and serve an ensuite. As such, the provision of these windows would not allow for any overlooking of the neighbouring properties.
- 8.22 It is not considered that the relationship between the proposed dwelling and the houses on the opposite side of Llandennis Avenue would be materially changed in terms of overlooking, as a result of the proposed development

from that of the existing.

- 8.23 The windows in the first and second floor rear of the proposed dwelling would be located greater than 10.5m to the rear boundary of the site and greater than 21m to the neighbouring property to the rear.

Overbearing & Overshadowing

- 8.24 The proposed dwelling would be larger than that of the existing dwelling on the site. However, given the arrangement of the different elements of the building, including the set back of the second floor and the positioning of its differing elements relative to the neighbouring properties, it is not considered that the dwelling would have an unacceptable impact upon the neighbouring properties in terms of overbearing or overshadowing beyond that existing. The proposal is therefore considered to accord with the guidance set out in the Infill Sites SPG and the requirements of policy KP5.
- 8.25 The single storey annexe proposed at the rear of the dwelling would project back into the site well beyond the principal rear elevation of the proposed dwelling. Whilst this annexe would measure 3.5m in height along its entire length, taking into consideration its flat roof design, its siting approximately 1.4 m off the shared boundary with No. 17 and the ground level difference between the site and No. 17, the proposed rear annexe would not be considered to have an unacceptable overbearing impact upon No. 17.
- 8.26 Given the siting of the rear annexe towards the eastern side of the rear garden of the application site, it would be approximately 17m away from the boundary with No. 21. It is not therefore considered that the annexe would have an unacceptable Overbearing & Overshadowing impact upon this property.

The acceptability of the proposed parking/access arrangement and boundary enclosure

- 8.27 The design proposed access/driveway would represent an enhancement on that existing at the property. The development would see the existing access arrangement rationalised into a single vehicular and pedestrian access point, which is supported from a highway safety perspective.
- 8.28 With regard to the level of cycle and car parking provision proposed, the proposal, as amended, shows the provision of 6 secure and covered cycle stands instead of the 4 originally proposed, along with a reduction in the amount of car parking spaces down to the 2 contained in the carport. Whilst it is acknowledged that other space is available and may be used for parking vehicles, this space is necessary to allow vehicles to manoeuvre into and out of the carport and garage.
- 8.29 Taking the above into consideration, the proposal is considered acceptable from a highway and transportation perspective.
- 8.30 A 1.8m high, rendered, wall is proposed along the boundary of the site with

Llandennis Avenue. It is however considered that a rendered wall would appear out of place within the street scene where boundary enclosures are predominantly low-level stone or brick walls and/or hedges. It is therefore considered necessary to condition the means of enclosure along this boundary with the site to ensure that a more in keeping finish would be realised. It is also considered necessary to remove permitted development rights for alterations to boundary enclosures to the site frontage.

Affordable Housing

- 8.31 As the application proposal seeks permission for a replacement dwelling on a site of greater than 0.1 Ha, the proposal triggers Policy H3 of the adopted Cardiff Local Development Plan (2006- 2026). Policy H3 seeks a 20% affordable housing on Brownfield sites. As such, a financial contribution of £31,134 would be sought towards affordable housing provision as a result of the proposal.
- 8.32 Information provided by the applicant evidences that the development of a single dwelling would not deliver sufficient value to support the requested contribution towards off-site affordable housing. Given the circumstances of the proposed development, this is acknowledged by officers and no independent verification has been sought. The Housing Strategy Manager has confirmed their acceptance of the proposal in this instance.

Other Matters

Landscaping

- 8.33 The proposed development would necessitate the removal of some, non-protected trees/landscaping at the front of the property. It is subsequently considered pertinent to impose conditions regarding the replacement planting and its aftercare. The landscaping provision proposed would soften the aesthetic of the hardstanding area to the front of the property and is considered acceptable subject to conditions.

Ecology

- 8.34 The County Ecologist has commented that;

‘As a general principle, survey work which is more than 2 years old will be regarded with caution, as certain species may colonise or leave an area in the interim period. This is particularly the case with mobile species such as bats, and bat surveys greater than 2 years old will have to be repeated.’

As such, he has requested a condition requesting an updated Bat Survey be submitted for approval should the existing property not be demolished within a two-year period. Condition 12 has subsequently been included.

A further condition has been added requiring the provision of two bat boxes within the site as a statutory duty of all public bodies to seek to maintain and enhance biodiversity, and in doing so to promote the resilience of

ecosystems, in the exercise of their functions under the Environment (Wales) Act 2016. Condition 13 has subsequently been included.

Amenity Space

- 8.35 The proposed dwelling would retain an large rear garden well above the minimum size requirement set out in the Infill Sites SPG and consistent with that of the gardens of neighbouring properties. Whilst the proposed dwelling is of a large size, the building would not occupy an unreasonable proportion of the site such that it could be considered to represent an over development of the site.

Plant

- 8.36 Given that the proposed dwelling includes two plant rooms, pollution control (Noise and Air) have requested that a condition be applied controlling plant noise in order to protect the amenity of neighbouring residents.

Response to third party objections not considered above

- 8.37 The impact of the proposed development on the saleability of neighbouring properties currently on the market, or on localised property values, is not a material consideration in the determination of this planning application. Additionally, there is no evidence to suggest that the development would affect property prices along the street, positively or negatively.
- 8.38 The perceived reputation of Llandennis Avenue, is not a material consideration in the determination of this planning application.
- 8.39 Each planning application is judged on its individual merits having regard to all material considerations. The architectural approach adopted by residents for past extensions to dwellings or re-builds in the locality, is not a material consideration in the determination of this planning application.
- 8.40 With regard to the development potentially forming a precedent within the street and wider area, all planning applications are judged on their individual merits having regard to both national and local planning policy.
- 8.41 Policy H5 is not applicable to this application as it does not propose the conversion of the building to flats or a House in Multiple Occupation.
- 8.42 With regard to the potential creation of noise, traffic and disruption during construction activities, it is inevitable that a certain amount of disruption would be generated as a result of the proposed development. It is not however considered that the demolition and rebuilding of a single, albeit large, dwelling would result in an unacceptable level of disruption for neighbouring residents or within the local area. An advisory has been included regarding the control of dust and noise during demolition works and working hours.

9. OTHER CONSIDERATIONS

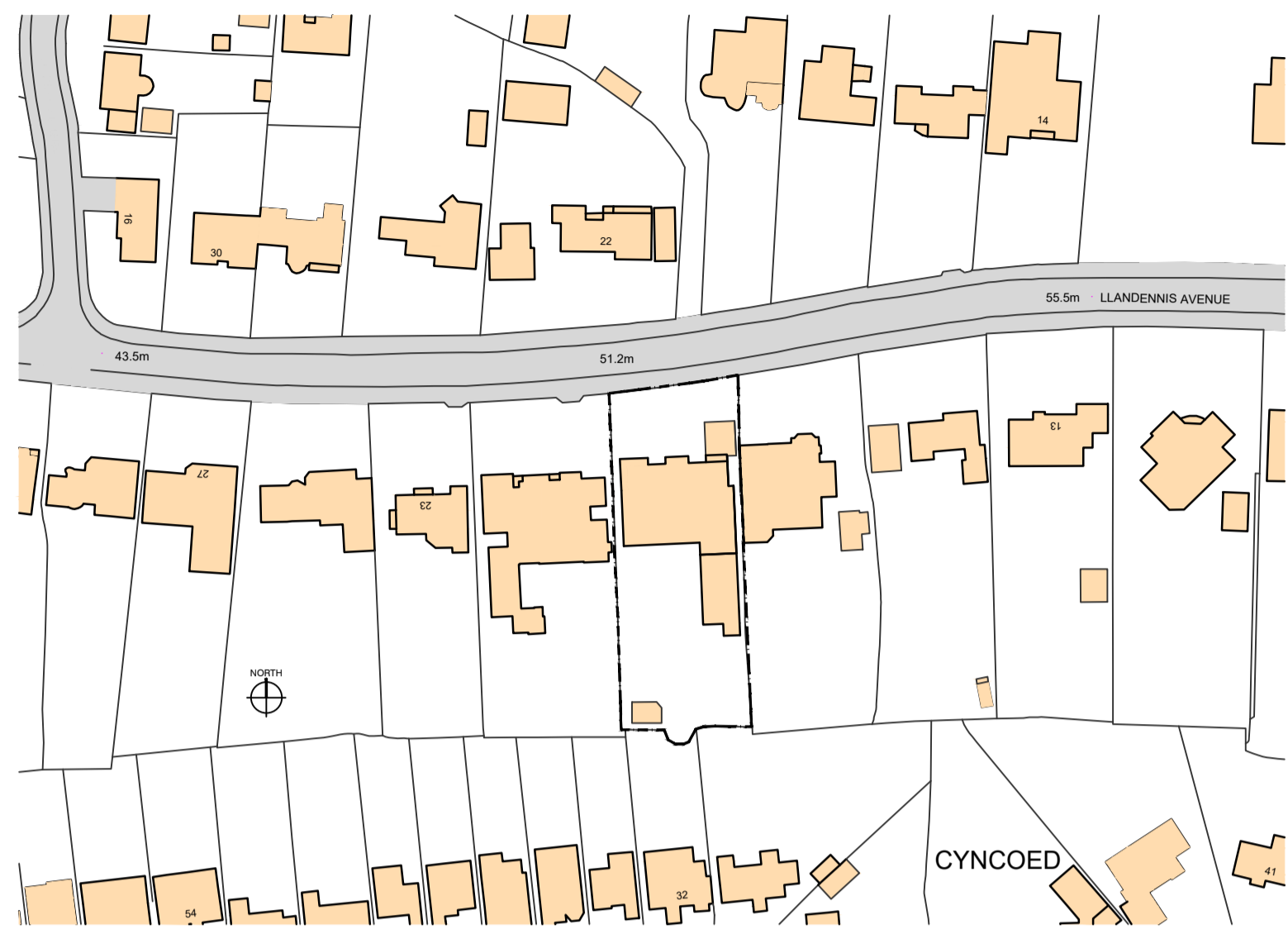
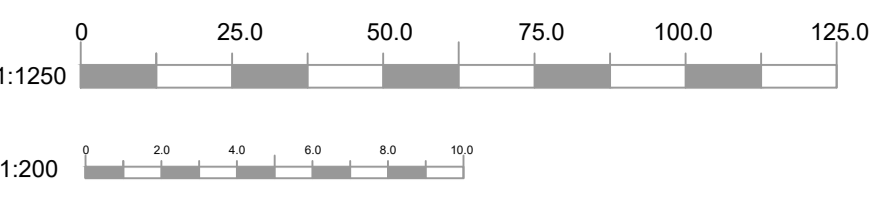
- 9.1 Crime and Disorder Act 1998 - section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 9.2 Equality Act 2010 - The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic, over and above any other person.
- 9.3 *Well-Being of Future Generations Act 2016* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

10. S106 REQUIREMENTS

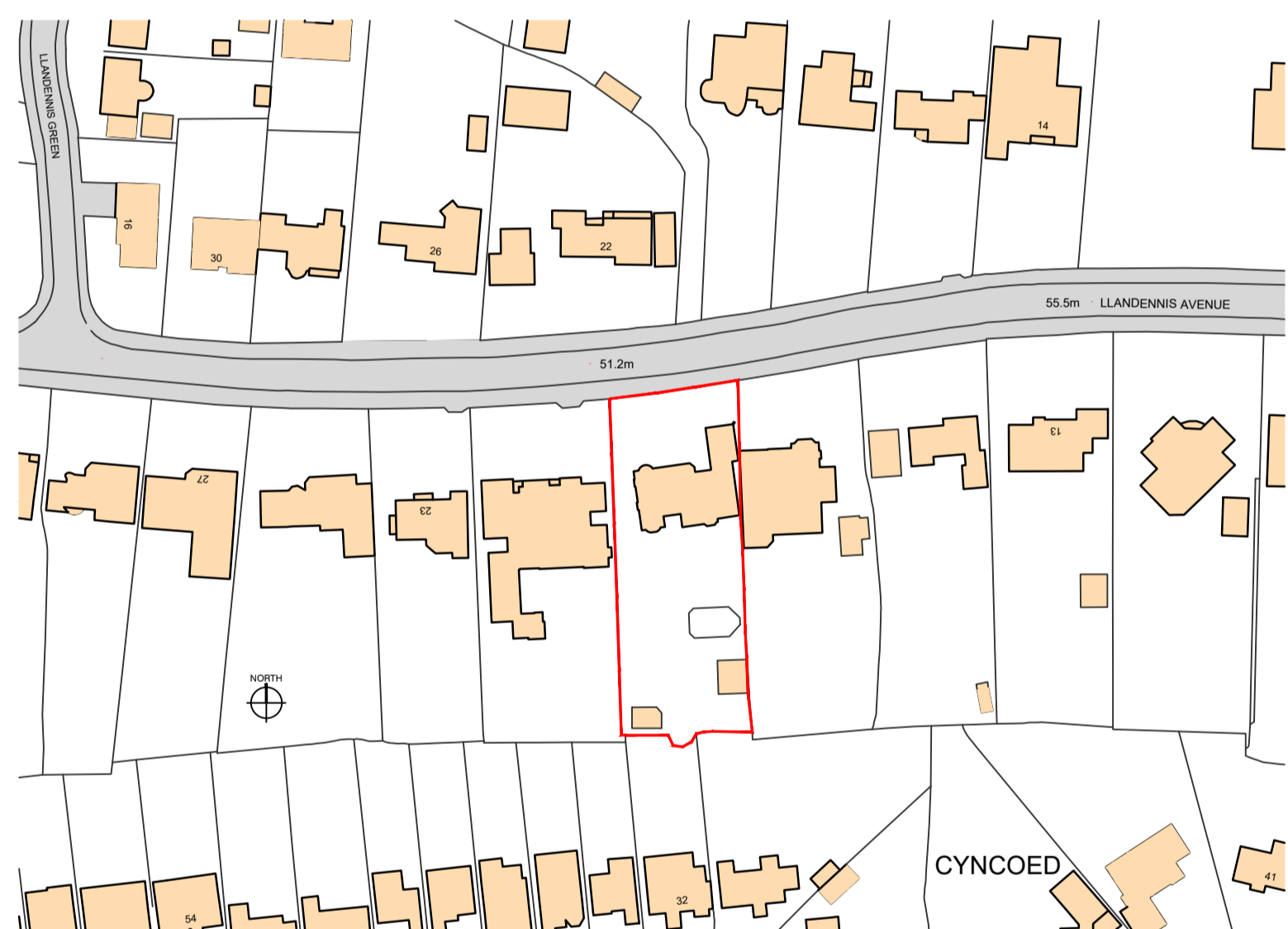
- 10.1 Given the assessment of the viability of the proposed development, detailed in paragraph 8.32, no financial contribution towards affordable housing would be sought in this instance.

11. CONCLUSION

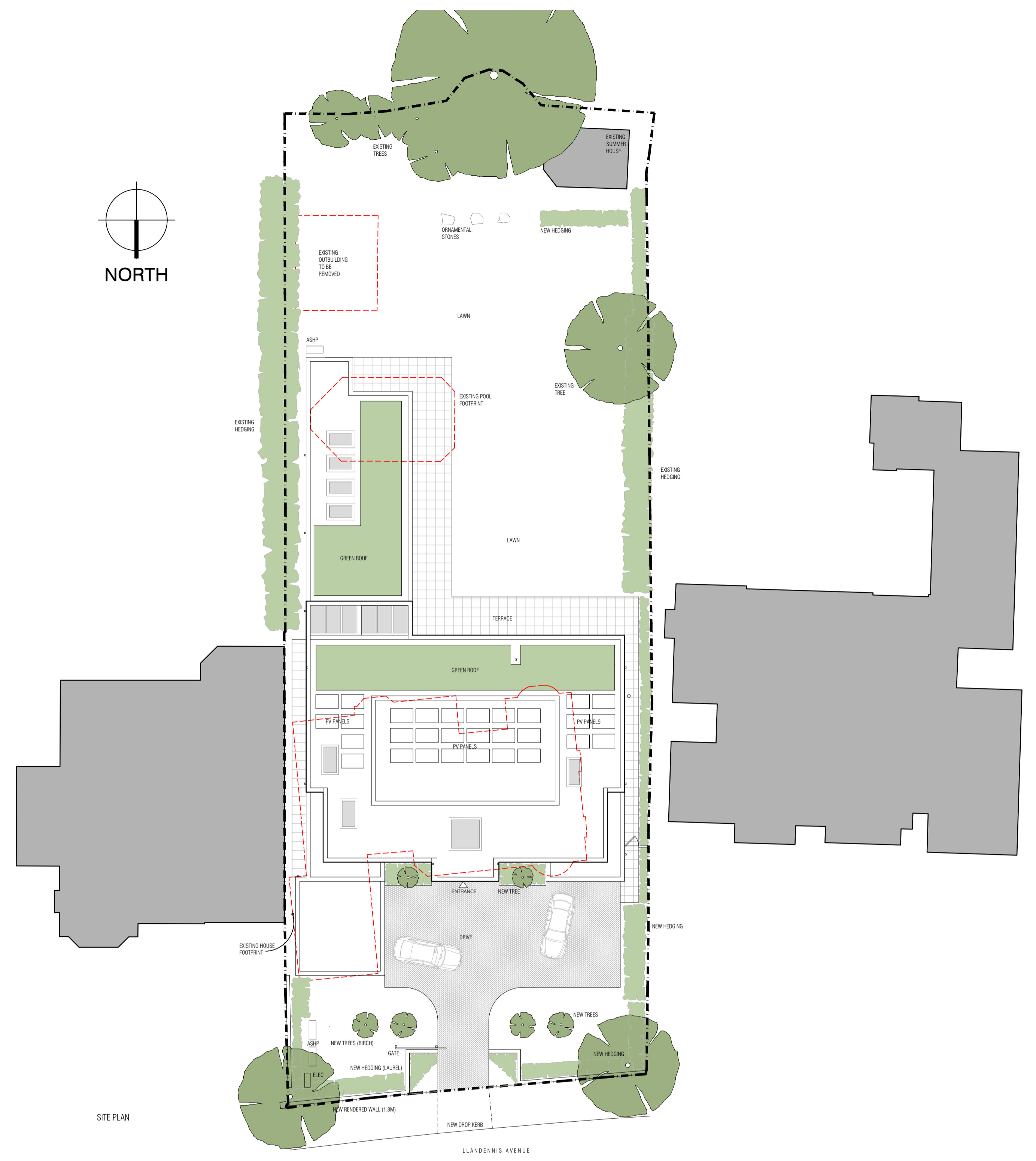
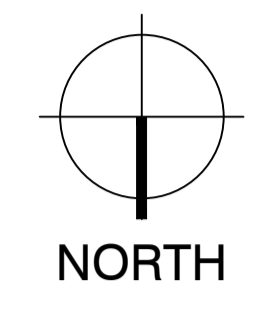
- 11.1 The proposed scheme is, on balance, considered an acceptable form of development for the site and approval is recommended subject to conditions.



CONTEXT PLAN

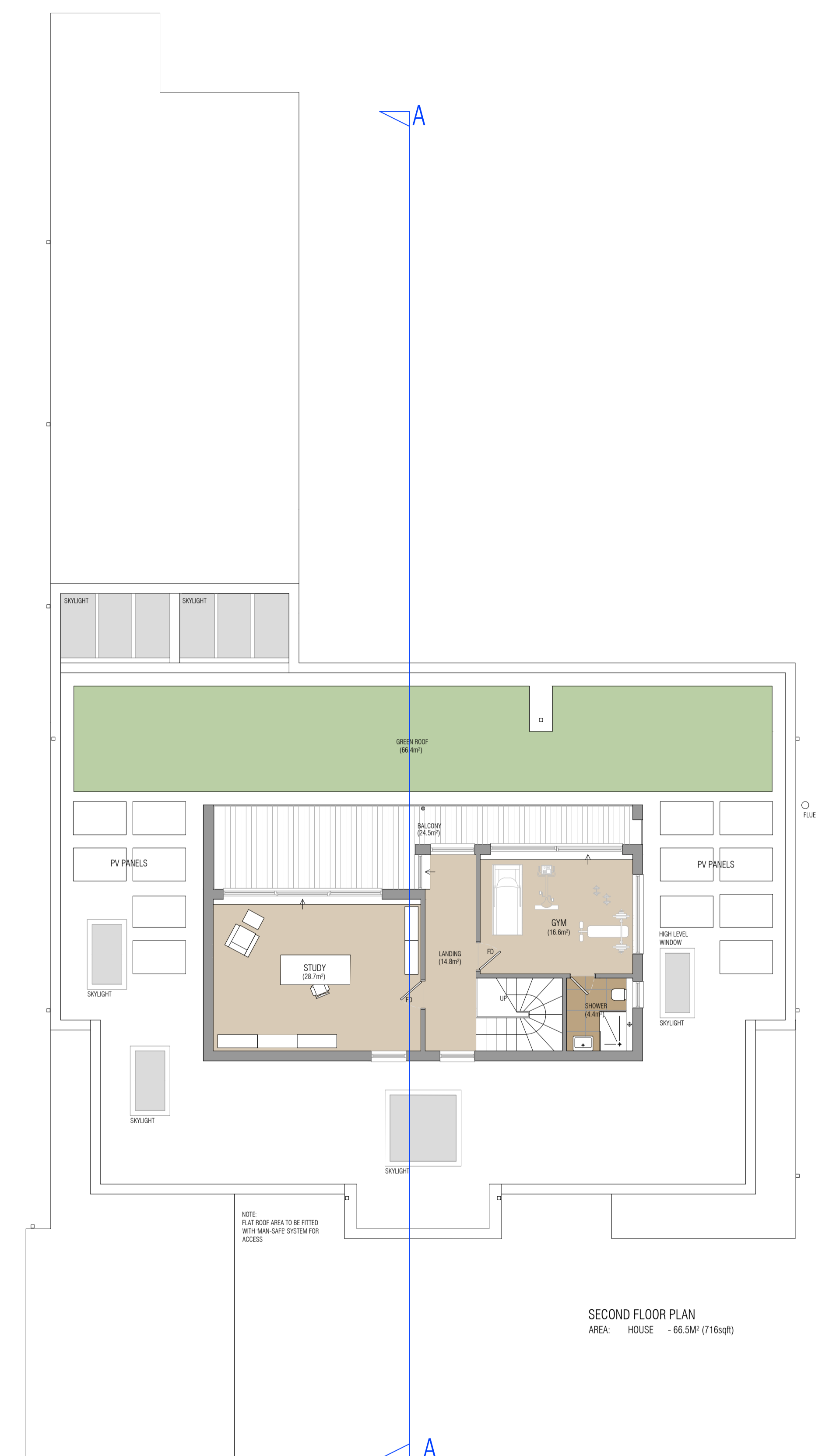
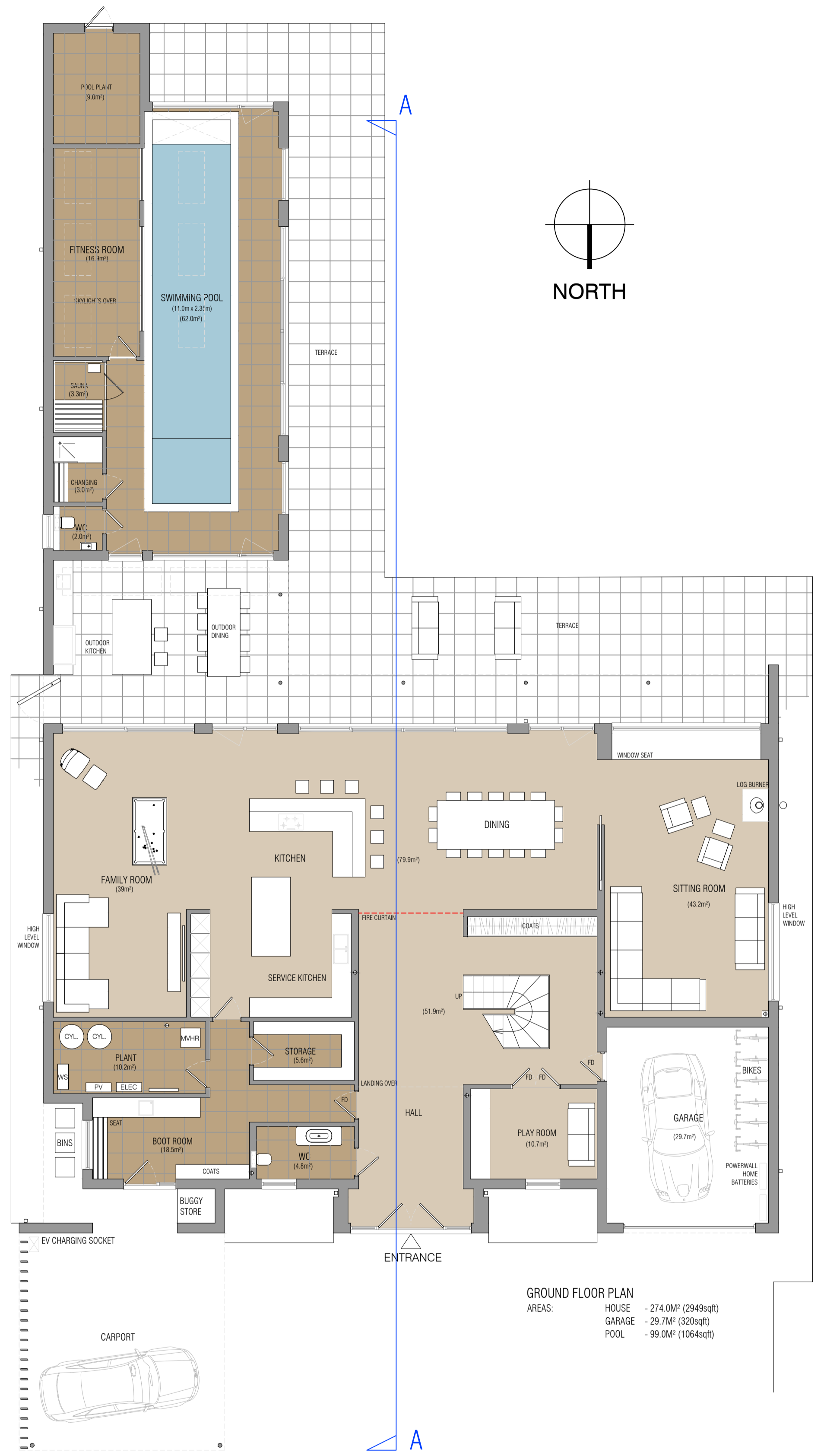


LOCATION PLAN



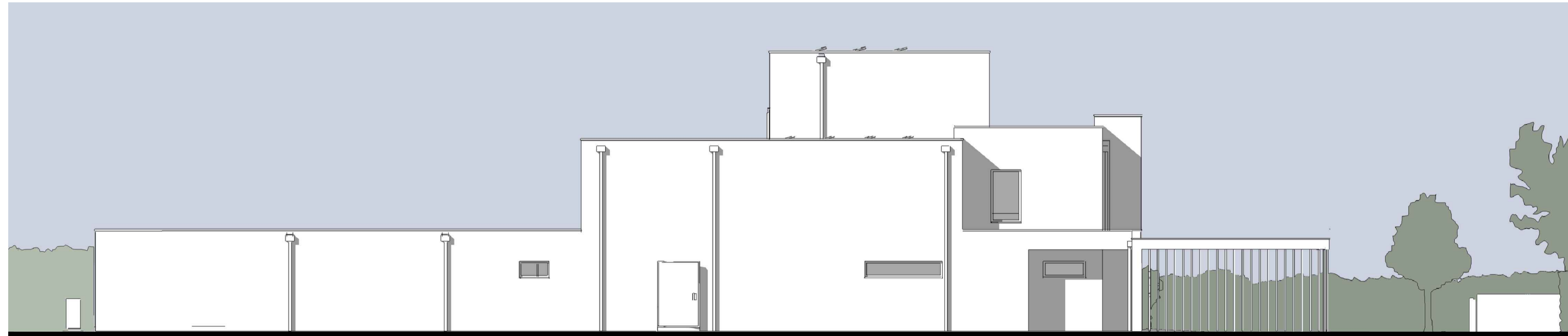
SITE PLAN



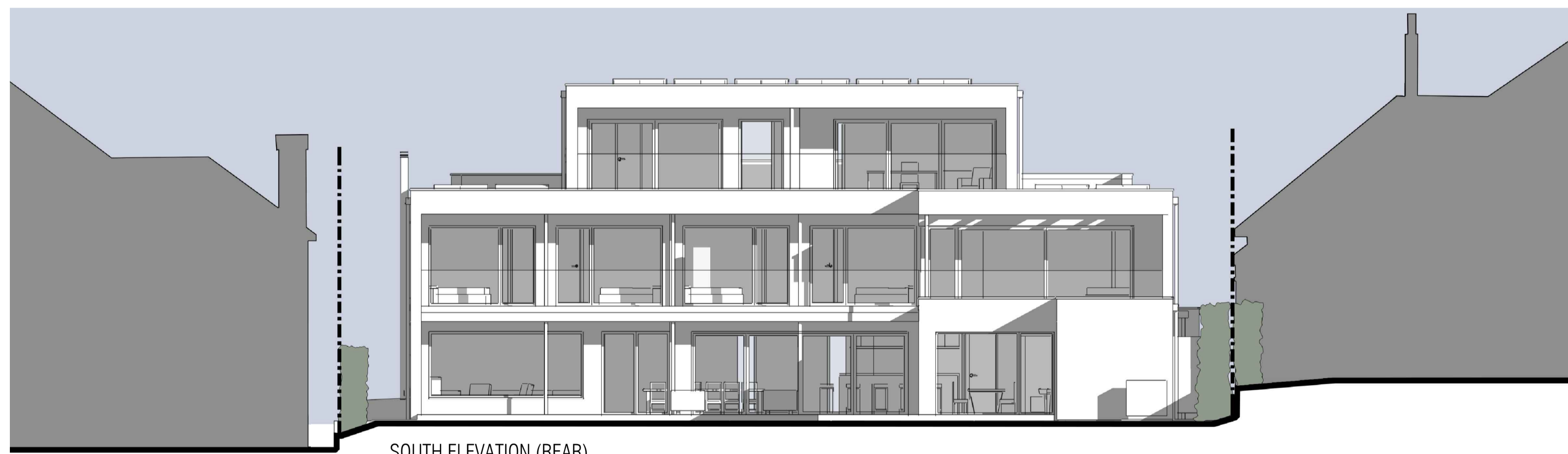




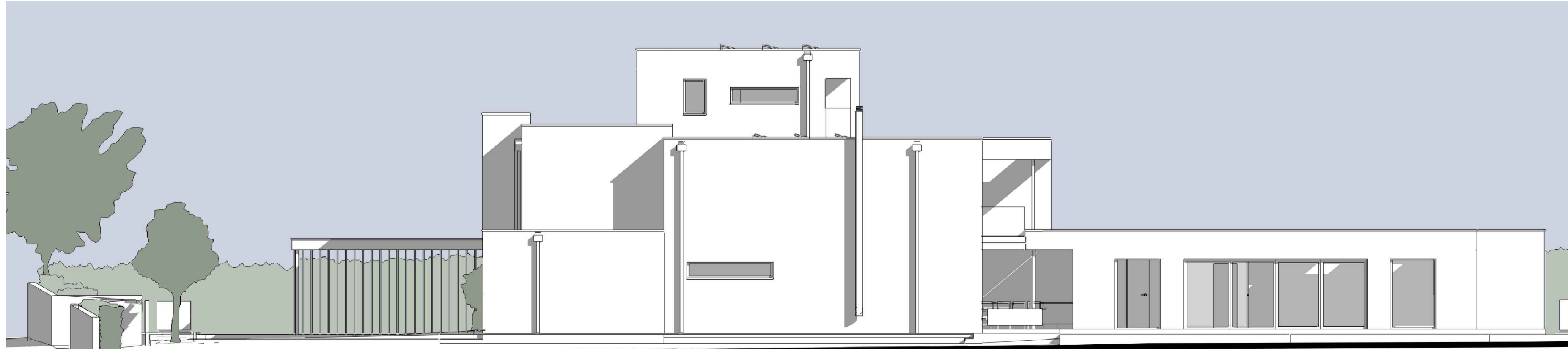
NORTH ELEVATION (FRONT)



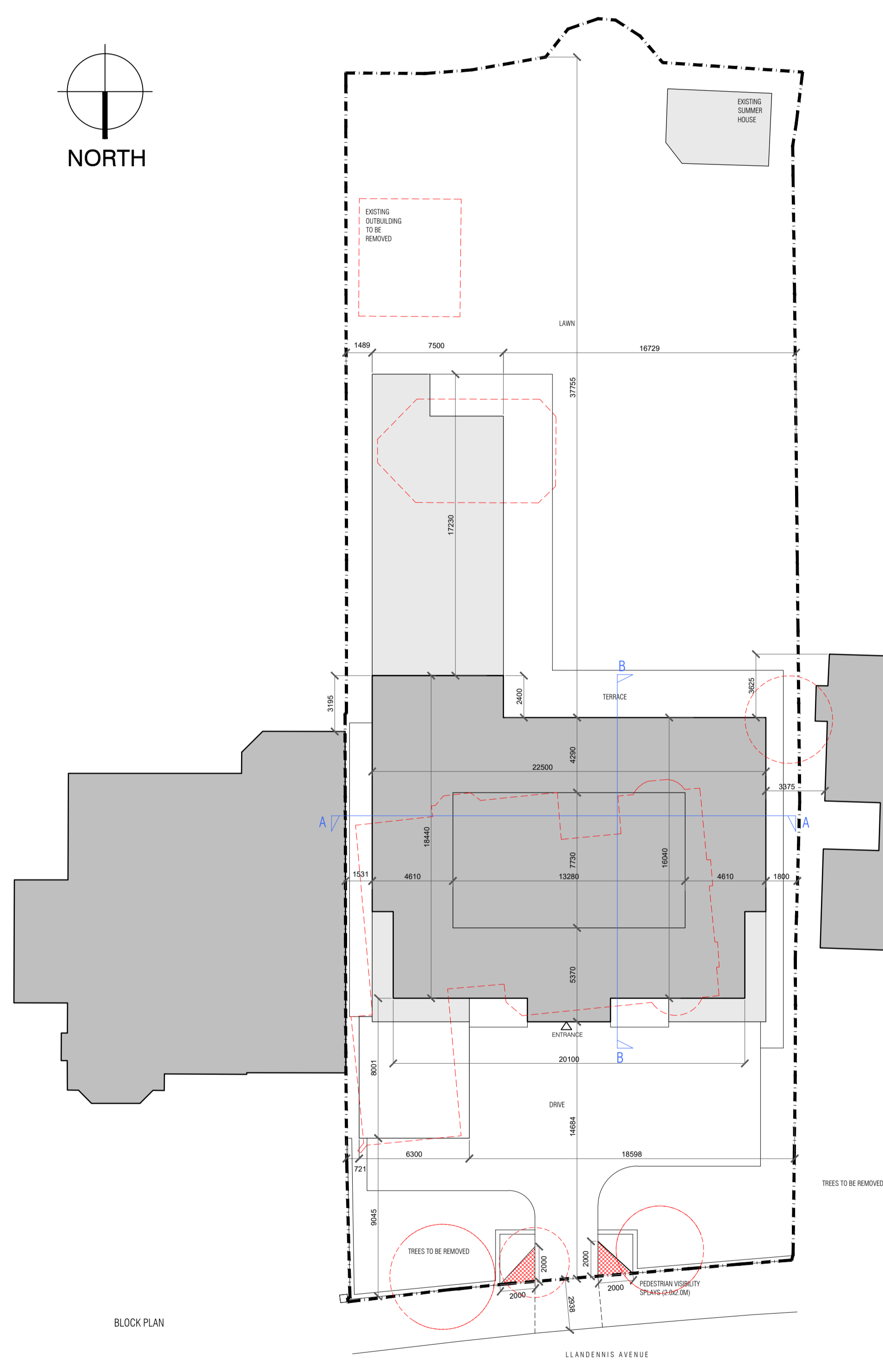
EAST ELEVATION (SIDE)



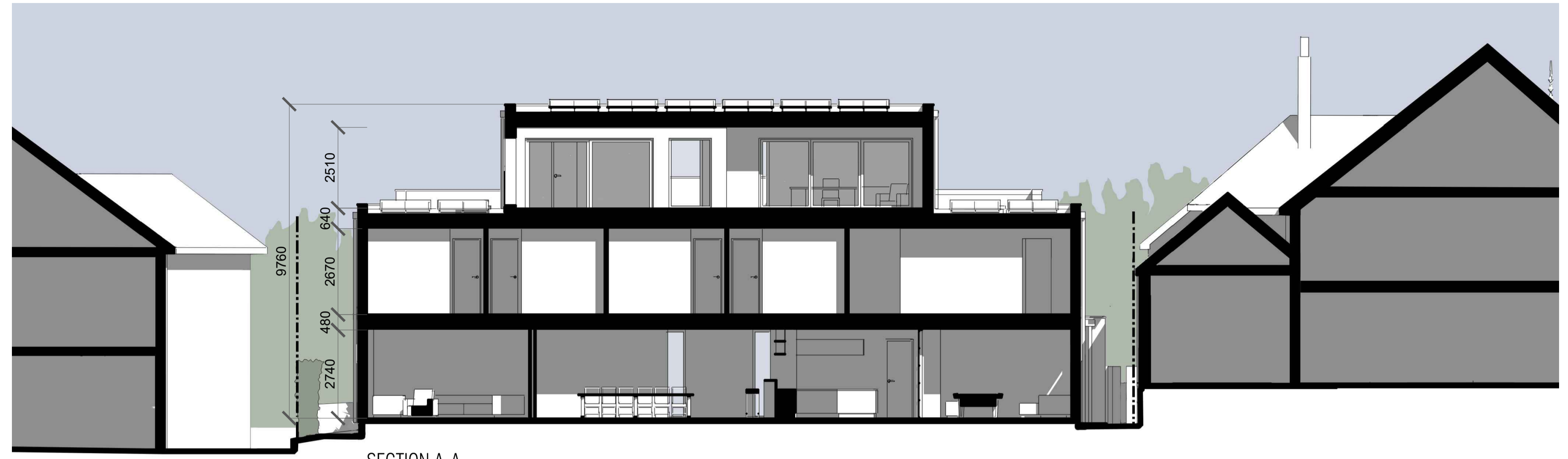
SOUTH ELEVATION (REAR)



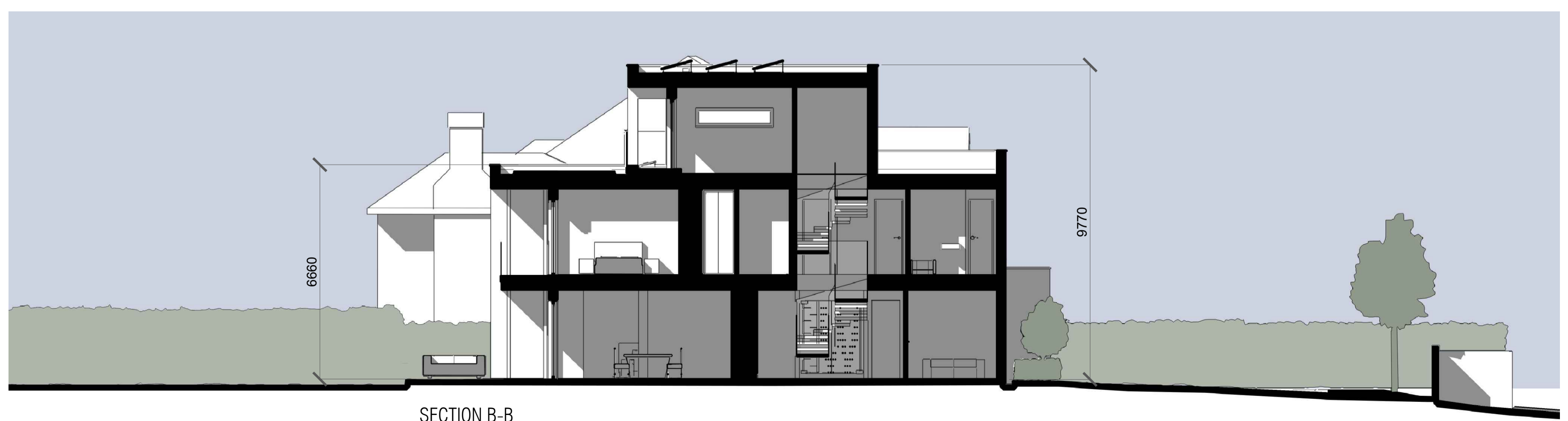
WEST ELEVATION (SIDE)



BLOCK PLAN



SECTION A-A



SECTION B-B

LOCAL MEMBER OBJECTION

COMMITTEE DATE: 23/01/2019

APPLICATION No. **18/02500/MJR** APPLICATION DATE: 24/10/2018

ED: **PENYLAN**

APP: TYPE: Full Planning Permission

APPLICANT: Cardiff Council; Wates Residential
 LOCATION: HOWARDIAN ADULT LEARNING CENTRE, HAMMOND WAY,
 PENYLAN, CARDIFF, CF23 9NB
 PROPOSAL: DEVELOPMENT OF 43 RESIDENTIAL DWELLINGS (USE
 CLASS C3, INCLUDING AFFORDABLE HOUSING),
 VEHICULAR AND PEDESTRIAN ACCESS, LANDSCAPING,
 DRAINAGE, RELATED INFRASTRUCTURE AND
 ENGINEERING WORKS

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the applicant entering a Unilateral Undertaking under **SECTION 106** for the requirements specified in paragraph 9.1 of this report and subject to the following conditions :

1. C01 Statutory Time Limit
2. This approval is in respect of the following plans and documents, unless otherwise amended by any other condition attached to this consent:
 - 2289/100B Location Plan
 - 2289/102H Planning Layout
 - 2289/103B Management Plan
 - 2289/200-01A House Type 4.2.1 Plans
 - 2289/200-02A House Type 4.2.1 Elevations
 - 2289/200-03 House Type 4.2.1 Elevations Semi-Detached
 - 2289/200-04 House Type 4.2.1 Elevations Terraced
 - 2289/202-01 House Type C Plans
 - 2289/ 202-02 House Type C Elevations
 - 2289/ 203-01A House Type D Plans
 - 2289/ 203-02A House Type D Elevations
 - 2289/204-01A House Type D Plans
 - 2289/204-02B House Type E Elevations
 - 2289/ 206-01B House Type I Plans
 - 2289/ 206-02C House Type I Elevations
 - 2289/ 208-01A House Type K Plans
 - 2289/208-02A House Type K Elevations
 - 2289/208-03 House Type K Elevations Semi-Detached
 - 2289/208-04A House Type K Elevations Terrace

- 2289/209-01B House Type L Plans
- 2289/209-02B House Type L Elevations
- 2289/210-01B Apartment Plans
- 2289/ 210-02C 2B1 Apartment Elevations
- 2289/ 210-03A 2B1 Apartment Block Elevation
- 2289/211-01A House Type 1B1 Apartments Plan
- 2289/211-02A House Type 1B1 Apartments Elevation
- 2289/212-01 House Type 2B2 Apartments Plans
- 2289/212-02 House Type 2B2 Apartments Elevation
- 2289/220-01 Single Garage
- 2289/221-01 Double Garage
- 2289/ 300-01B Street Scene Elevations
- 2289/310-01 Site Sections
- 2289/311-01 Front Entrance Feature Walls
- 184020_A01_A3 Site Access General and Visibility Splays
- 184020_A02A Traffic Regulation Orders
- 184020_AT_A01_A3F Swept Path Analysis of Proposed Site Access
- 184020_AT_A02_A3B Swept Path Analysis of Turning Head Refuse Vehicle
- 184020_AT03A Swept Path Analysis of Site Access Fire Engine
- 184020_AT04A Swept Path Analysis of Turning Head Fire Engine
- 002P2 Proposed Levels
- WA2876-10 Existing Levels
- HC.LA.100E, 101E, 102E, 103E, 104E, 105B, (all dated 9 January 2019) Landscaping Plans;
- Transport Statement Oct 2018,
- Phase I Desk Study /2 rev3, Phase II Geoenvironmental and Geotechnical Ground Investigation Report GRO09-RPT-002 Rev2,
- Preliminary Ecological Appraisal (August 2015) ECO-009 rev VO.1,
- Updated Preliminary Ecological Appraisal (September 2018) AB/CA11025/LET, Dormouse Mitigation Strategy (September 2018) 004 VO.1,
- Bat Report (September 2018) 002 rev V1,
- Drainage Strategy 001.P3,
- Drainage Design Statement CDGA-9461-DIS1-P3,
- G11 Green Infrastructure Drawing,
- Green Infrastructure Statement A108991issue 05
- Landscape Strategy
- Tree Survey, Categorisation & Constraints Report and Proposed Site levels 002P2.

Reason: To avoid doubt and confusion as to the approved plans.

3. Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing by the Local Planning Authority. If no protection measures are required than no further actions will be required.

All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required in accordance with policy EN13 of the Cardiff Local Development Plan.

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

4. Post demolition but prior to commencement of the main construction phase of the development an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority. This assessment shall 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) 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;
- (ii) 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)
- (iii) 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 / WG / NRW guidance document ' Land Contamination: A guide for Developers (2017).

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.

5. Post demolition but prior to commencement of the main construction phase of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme shall 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 shall be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017).

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

6. The remediation scheme approved by condition 5 shall be fully undertaken in accordance with its terms prior to the occupation of any part of the development. 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 shall 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 / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017).

Reason : To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters,

property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

7. 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 shall 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 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 neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.
8. 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 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.

9. 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.

10. 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.
11. No building other than a sales office shall be occupied until the drainage system for the site has been completed in accordance with the approved details as shown in the Drainage Strategy Report Ref CDGA-9461-DIS1-P2. Thereafter surface water and/or land drainage shall not be allowed to connect directly or indirectly with the public sewerage system.
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment (LDP policy EN10).
12. Prior to development commencing on site a Soil Resource Survey (SRS) and Plan (SRP) shall be prepared and shall inform a finalised topsoil and subsoil specification, including Swale/rain garden soils and a finalised landscape implementation specification that cross references the planting plans, plant schedule, services layout, tree pit section and plan views shall be submitted for the approval of the local planning authority. The details shall be implemented as approved during the first planting and seeding season following the completion of the development.
Reason: In the interests of visual and residential amenities (LDP policy H6).
13. All trees planted shall be compliant with Table 1, p.21 BS 8545:2014.
Reason: In the interests of visual and residential amenities (LDP policy H6).
14. Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority otherwise defective, shall be replaced in the first available planting season and to the specification shown on approved plans and in supporting documents.
Reason: In the interests of the visual amenities of the area. (LDP policy H6).

15. No development shall take place until a finalised Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) has been submitted and approved. The AMS and TPP shall cross reference finalised layout, services and landscape plans as appropriate and shall incorporate provision for an auditable system of Arboricultural site monitoring.
Reason: In the interests of the visual amenities of the area. (LDP policy H6).
16. 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 shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 35 dBA Leq 16 hour during the day and 30 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be provided with acoustically treated active ventilation units. Each ventilation unit (with air filter in position), by itself or with an integral air supply duct and cowl (or grille), shall be capable of giving variable ventilation rates ranging from :
- 1) an upper rate of not less than 37 litres per second against a back pressure of 10 newtons per square metre and not less than 31 litres per second against a back pressure of 30 newtons per square metre, to
 - 2) a lower rate of between 10 and 17 litres per second against zero back pressure.

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

Reason: To ensure that the amenities of future occupiers are protected (LDP policy EN13).

17. Prior to the commencement any development a scheme (Construction Environmental Management Plan) to minimise dust emissions and minimise the impact on the highway arising from construction activities on site during the construction period shall be submitted in writing for approval by the Local Planning Authority. The scheme shall include (but not be limited to) details of site hoardings, site access and wheel washing facilities, a strategy for the delivery of plant and materials, construction staff parking, traffic management proposals and details of dust suppression measures and the methods to monitor emissions of dust arising from the development. The construction phases shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the demolition and construction phases.
Reason: To safeguard the amenity of nearby residents in the area, users

of the adjoining school and highway safety (LDP policies EN13 and T5).

18. No clearance of trees, bushes or shrubs to take place between 1st March and 15th August unless it can be demonstrated that there are no birds nesting in this 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. (LDP policy EN7).
19. If site clearance in respect of the development hereby approved does not commence within 2 years from the date of the most recent survey for bats, the approved ecological measures shall be reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned to i) establish if there have been any changes in the presence and/or abundance of bats and ii) identify any likely new ecological impacts that might arise from any changes.
Reason: To ensure that the assessment of the impacts of the development upon the species concerned, and any measures to mitigate those impacts, are informed by up-to-date information. (LDP policy EN7).
20. Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised, and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.
Reason: To ensure that the assessment of the impacts of the development upon the species concerned, and any measures to mitigate those impacts, are informed by up-to-date information. (LDP policy EN7).
21. Prior to the construction of any dwelling details of and a programme for the installation within this site of 3 x bat boxes for crevice-dwelling bats, 2 x House Sparrow terraces, 3 x Swift Boxes, and 2 x double House Martin cups shall be submitted for the approval in writing of the local planning authority and then be implemented in accordance with the approved details and programme.
Reason: In the interests of biodiversity. (LDP policy EN7).
22. Prior to development commencing details of a sensitive lighting scheme that is designed to avoid illumination of the retained/ enhanced dormouse habitat, as well as any bat boxes or bat flight lines shall be submitted for the approval in writing of the local planning authority and then be implemented in accordance with the approved scheme.

Reason: In the interests of biodiversity and safeguarding a protected species (LDP policy EN7).

23. No development shall commence on the houses or apartments until samples of the external materials have been submitted to the Local Planning Authority for approval and shall then be implemented as approved.

Reason: In the interests of the visual amenities of the area (LDP policy H6).

24. The colour of external meter cabinets on any principal elevation of a proposed dwelling shall match the colour of the window of that dwelling.

Reason: In the interests of visual amenities (LDP policy H6).

25. Prior to development commencing on the construction of any retaining wall details of the external materials to be used on the retaining walls shall be submitted to the Local Planning Authority for approval and shall then be implemented as approved.

Reason: In the interests of the visual amenities of the area (LDP policy H6).

26. 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 (LDP policy EN9).

27. Details of the benches to be installed on site and a programme for their installation shall be submitted to and approved by the Local Planning Authority prior to the first planting and seeding season following the completion of the development.

Reason: To ensure the provision of benches in the interests of the amenities of future occupants and to avoid doubt and confusion as to the benches to be installed (LDP policy H6).

28. Prior to the occupation of the first dwelling details of the motorcycle barrier on the southern boundary of the site and a programme for its implementation shall be submitted to and approved by the Local Planning Authority and then implemented as approved.

Reason: In the interests of highway safety (LDP policy T5).

29. Notwithstanding the details shown on the approved plans identified under condition 2, details of the secure and sheltered storing of bicycles for units 1-7(inc), 14, 15, 26-31(inc) and 35-43(inc) shall be submitted to and approved in writing by the Local Planning Authority. The cycle

stores shall be provided as approved prior to the occupation of the dwellings served by those facilities.

Reason: To encourage cycle use (LDP policy T5)

30. Prior to any work commencing on the approved plans identified under condition 2 full details of the design of the central square, including the kerbing details, shall be submitted to and approved in writing by the Local Planning Authority and then implemented as approved.

Reason: In the interests of visual amenities (LDP policy H6)

RECOMMENDATION 2 : This development falls within a radon affected area and may require basic radon protective measures, as recommended for the purposes of the current Building Regulations.

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

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

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

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

RECOMMENDATION 4 : 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 5 : The developer shall have regard to the consultation responses received during the processing of this application.

RECOMMENDATION 6 : Prior to the commencement of development, the developer shall notify the Local Planning Authority of the commencement of development, and shall display a site notice and plan on, or near the site, in accordance with the requirements of Article 12 of the Town & Country Planning (Development Management Procedure)(Wales)(Amendment) Order 2016.

1. **DESCRIPTION OF DEVELOPMENT**

1.1 The applicant in his Planning Statement says the aim of the Cardiff Living programme is to build around 1500 homes over a 10 year period. Overall, the programme will provide at least 40% council homes to rent with a small number being made available through the Council's assisted home ownership scheme, with the remaining dwellings being placed on open market sale. The development will meet high level of energy efficiency in all homes, help to tackle fuel poverty, and create local training and employment.

1.2 The proposal is for a total of 43 dwellings comprising 2 one bedroom apartments 2 two bedroom flats over garages (FOG), 9 two bedroom houses, 3 x three bedroom houses, 19 four bedroom houses and 8 five bedroom houses. There would be 2 terraces of 3 houses and 1 terrace of 2 houses and a FOG, 19 detached houses, 6 pairs of semi-detached houses, a detached building accommodating 2 apartments and a detached fog. 19 of the dwellings would be 2 1/2 storey and all others 2 storey.

The density is 29 dwellings per hectare.

1.3 The dwellings would have either slate grey or mixed russet roofs, red brick walls, grey UVPC windows, either Marley Cedral click boarding or timber cladding feature panels and cast stone facing masonry to the front porches. Most of the open market housing other than two of the houses and the two apartments would have a pitched roof garage finished to match the proposed houses. The two open market houses without garages and the apartments will each have sheds to store bikes.

1.4 24 garages are proposed and the 2 FOGs would accommodate a total of 4 parking spaces. 12 of the open market houses would have 2 car parking spaces plus a garage. 10 of the open market houses would have 1 car parking spaces plus a garage.

1.5 The affordable units would all be the 2 bedroom houses. Each of these dwellings would have a timber shed where bikes can be stored. At this moment it has not been specified how many of the affordable dwellings would be made

available through the Council's low cost home ownership scheme. Each of these dwellings would have 2 off street car parking spaces, rotary lines, compost bins and water butts.

- 1.6 In the centre of the site a small square would be created. Two seating areas towards the southern boundary of the site are proposed close to a 7m wide green corridor running along the southern boundary, which would accommodate a swale for SUDs purposes on an east /west orientation. Three smaller swales within the site would run north to south.
- 1.7 Vehicular access would be from a single point next to 42 Hampton Court Road. A feature wall and pillars would be created at the vehicular entrance into the site. A pedestrian/cycle link through the development to Howardian primary school would be provided which would then connect to Hammond Way. 32 trees are to be planted. An existing landscape buffer along part of the northern boundary would be retained. There would be a 3m buffer landscape buffer along the eastern boundary.
- 1.8 A dormouse mitigation zone would be provided in the south eastern corner of the site.
- 1.9 The levels of the site would be adjusted by means of a cut and fill operation.

2. **DESCRIPTION OF SITE**

- 2.1 The site is 1.48 ha in area and generally rectangular in shape. The site has a fall from north to south. The site has been developed over a number of plateaus for the former buildings and car park to take account of the fall
- 2.2 The site is currently occupied by the Howardian Community Education Centre building and associated parking area, which at the time of the site visit was in the process of being demolished.
- 2.3 To the south of the site and at a lower level is the new Howardian Primary school, separated by a weld mesh fence, south of the school is a children's play area and housing in Hammond Way. To the west and north is residential development along Hampton Court Road and to the east is allotments and Howardian nature reserve.
- 2.4 A cherry tree covered by a TPO would need to be removed to facilitate access into this site. Other unprotected trees within the site would also have to be removed to facilitate the development.

3. **PLANNING HISTORY**

- 3.1 17/02520 Demolition of Howardian Centre prior approval granted 23/10/17
- 3.2 16/02710/MJR Two form entry primary school on land to the south of the application site Approved and built.

4. **PLANNING POLICY**

4.1 It is considered that the following LDP policies are relevant to this application:-

KP1, KP3, KP5, KP6, KP7, KP8, KP13, KP14, KP16, H3, H6, EN6, EN7, EN8, EN10, EN13, T1, T5, T6, C1, C3, C5, C6 and W2

4.2 It is considered that the following SPGs are relevant to this application:-

SPG Planning for Health and Well Being
SPG Managing Transport Impacts (Incorporating parking standards)
SPG Residential Design Guide
SPG Ecology and Biodiversity
SPG Planning Obligations
SPG Protection and Provision of Open Space in new developments
SPG Green Infrastructure
SPG Trees and Development
SPG Soils and Development
SPG Infill Sites
SPG Affordable Housing
SPG Archaeology and Archaeological Sensitive Areas
SPG Waste Collection & Storage Facilities

4.3 Planning Policy Wales issued in December 2018 (edition 10)

5. **INTERNAL CONSULTEE RESPONSES**

5.1 Contaminated Land state:-

The following information was submitted as part of the application:

Wardell Armstrong, OCTOBER 2017 Phase I Desk Study CA11255/2-RPT-001 (4/4/18)

Wardell Armstrong, OCTOBER 2017 Phase II Geoenvironmental and Geotechnical Ground Investigation Report GRO09-RPT-(10/4/18) 002

A detailed desk based assessment and limited site based investigation have been undertaken in relation to potential contamination and ground gases at the development. The contamination assessment identifies exceedances of PAH compounds associated with made ground containing tarmacadam fragment. The consultant acknowledges the limitations of the assessment and recommends further post-demolition sampling and assessment across the site.

Initial ground gas monitoring indicates negligible gas levels however the monitoring programme is incomplete and the full assessment is awaited.

Amended conditions are recommended in relation to these findings.

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.

Shared Regulatory Services would request the inclusion of the following 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:

Conditions

Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be required.

All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

* 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and or BS8485 year 2007 Code of Practice for the Characterization and Remediation from Ground Gas in Affected Developments,.

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

Post demolition but prior to commencement of the main construction phase of the development 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) not required
- (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 / WG / NRW guidance document ' Land Contamination: A guide for Developers (2017), 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.

Post demolition but prior to commencement of the main construction phase of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017),, 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.

The remediation scheme approved by condition x (PC14B above) 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 / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017), 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 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.

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.

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.

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.

ADVISORY/INFORMATIVE

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

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;
- (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.

5.2 The Tree Officer states:-

The only outstanding matters as far as I'm concerned are: -

The planting layout has not been designed with regard to services, existing or proposed. Significant changes to the planting as a consequence and that require the loss of trees, the planting of smaller trees or the loss of Root Available Soil Volume, would not be acceptable, so if the proposals are to go forward there must be a caveat in this regard.

No Soil Resource Survey (SRS) and Plan (SRP) has been prepared. Such must be prepared and used to inform a finalised rather than is currently the case, outline landscape implementation specification. Swale/rain garden soils must be clearly specified so it is clear that they will be compatible with the hydraulic design.

As above, a finalised landscape implementation specification is required and will need to cross reference the planting plans, plant schedule, tree pit section and plan views including those for rain gardens/swales, which have not been provided yet.

Acer platanoides 'Crimson King' is depicted on the soft landscape plans but is not proposed for planting so the image should be removed for the avoidance of doubt.

Acer rubrum 'Bowhall' is given as *Acer platanoides* 'Bowhall' in the plant schedule – this requires correction.

Liquidambar formosana is listed in the plant schedule – presumably this is an error and should read *Liquidambar styraciflua* 'Slender Silhouette' or 'Lane Roberts'

Acer pseudoplatanus is included in the native understorey mix in the plant

schedule – presumably this should be *Acer campestre*?

It must be clear within the specification that no tree shall be accepted for planting until it has been shown to be compliant with Table 1, p.21 BS 8545:2014.

The tree pit section still annotates soils as imported only, but this is not decided yet and will depend on the outcome of the SRS and SRP.

The tree pit section and landscape specification should make clear the following approach to root-ball wrappings: - all non-perishable wrappings and cages to be removed, including double wrapped treated hessian and thick but non-galvanized wire. Perishable wrappings and cages should be removed where the root-ball is cohesive, but where it is not cohesive due to soil texture rather than a defective root-ball, perishable wrappings and cage (e.g. single layer untreated hessian and narrow gauge non-galvanized wire) should be retained until the tree is in position and then cut back to one-third root-ball height, removing all the cut back parts from the planting hole (i.e. do not fold back into planting hole). If container(ised) trees are planted, regard shall be made to the likelihood of increased settlement, by planting slightly higher than for root-balled stock. The outer 1 inch of the root-ball for container(ised) trees shall be shaved using a sharp hand tool to ensure there are no circling roots, and any matted roots obscuring the root-flare shall be removed. Any container(ised) trees whose root-ball compost disintegrates shall be rejected due to inadequate root development.

5.3 The Noise and Air Team states:

Noise Comments

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 shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 35 dBA Leq 16 hour during the day and 30 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be provided with acoustically treated active ventilation units. Each ventilation unit (with air filter in position), by itself or with an integral air supply duct and cowl (or grille), shall be capable of giving variable ventilation rates ranging from –

- 1) an upper rate of not less than 37 litres per second against a back pressure of 10 newtons per square metre and not less than 31 litres per second against a back pressure of 30 newtons per square metre, to
- 2) a lower rate of between 10 and 17 litres per second against zero back pressure.

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

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

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.

Air Pollution Comments

No comments

5.4 Parks Officer states

Design Comments

Parks confirm that they would not wish to see a pedestrian link between the development and allotment / nature reserve as this could lead to other issues previously discussed with Planning. The current proposals omit this link, which is welcomed.

Clarification is needed on responsibility for management of the small incidental highway and other open space on site, and the SuDS areas. It is important to establish maintenance requirements for the main SuDS area at this stage to establish whether maintenance vehicle access would be required, eg for clearance of the swale.

Open Space Provision

These comments relate to the current LDP (C5 Provision for Open Space, Outdoor Recreation, Children's Play and Sport; KP16 Green Infrastructure), and the 2017 Planning Obligations Supplementary Planning Guidance (SPG), supported by policies set out in the 2008 SPG for Open Space which set the Council's approach to open space provision.

The Council's LDP requires provision of a satisfactory level and standard of open space on all new housing/student developments, or an off-site contribution towards existing open space for smaller scale developments where new on-site provision is not applicable.

Based on the information provided on the number and type of units, I have calculated the additional population generated by the development to be 119.2. This generates an open space requirement of 0.29 ha of on-site open space based on the criteria set for Housing accommodation, or an off-site contribution of £123,676. I enclose a copy of the calculation

As no public open space is being provided on-site, the developers will be required to make a financial contribution towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality, given that demand for usage of the existing open spaces would increase in the locality as a result of the development.

At this stage the two small amenity seating areas are included within the proposals but as these are designed to serve the residents rather than being public open space these have not been taken into account in the calculations. Also the SuDS areas have also not been included as they serve primarily a SuDS function rather than providing functional open space. Further discussions may be required on these elements.

The use of S106 contribution from this development will need to satisfy CIL and the current distance requirements set out in the 2017 Planning Obligations SPG – play areas 600m (not applicable to student and sheltered accommodation), informal recreation 1000m, and formal recreation 1500mm, measured from edge of the site.

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

Consultation will take place with Ward Members to agree use of the contribution, and this will be confirmed at S106 stage. The closest areas of recreational open space are Howardian Nature Reserve, Hammond Way and Scholars Gate open spaces, plus the adjacent allotment site.

5.5 The Waste Management Officer states:

The amended plans indicating the storage of waste and recycling for each property have been noted and these are acceptable. We have also noted the collection points and these are also acceptable.

Each property (houses and flats) will require the following for recycling and waste collections:

- 1 x 140 litre bin for general waste
- 1 x 240 litre bin for garden waste
- 1 x 25 litre kerbside caddy for food waste
- Green bags for mixed recycling (equivalent to 140 litres)

Access

All road surfacing must have suitable foundations to withstand the weight of a refuse collection vehicle (27 tonnes). Block paving is not appropriate as it can break/sink over time, particularly where vehicles are manoeuvring.

Waste will not be collected from private driveways/roads, therefore collection points may need to be set up for properties at the end of cul-de-sacs refer the agent/architect to the Waste Collection and Storage Facilities Supplementary Planning Guidance (2016) for further relevant information.
www.cardiff.gov.uk/wasteplanning

Financial Contributions

The following financial contributions will be required:

Cost of Bins are as follows:			
Type of dwelling	Qty	contribution	Total contribution
No of houses	39	60	£ 2,340.00
Flats			
Bins	Qty	Unit price	Total contribuion
1100 bins @ £468	0	468	£ -
660 bins @ £360	0	360	£ -
240 bins @ £30	4	60	£ 240.00
		Total for flats	£ 240.00
		Total Contribution	£ 2,580.00

General comments

The kitchens should be designed to allow the separation of waste into three waste streams; general, recycling and food waste, in order to encourage the correct disposal of waste.

5.6 The Regeneration Team originally requested a contribution for community facilities but this has been superseded by the Housing Manager's comments at paragraph 5.11 of this report.

5.7 The Drainage Officer states:

I am very happy with the proposals and am personally working with the Consultants on the design. As it is a Council driven project, we are using the design as a SAB example (even though it has effectively been a retrofit in terms of the SuDS design).

5.8 The Transportation Officer says that:

- a The access junction will need to change as follows – keep clear markings to be removed and relocated adjacent to the link to the school (details as regulations); additional double yellow lines to be provided on the northern side of Hampton Court Rd from the end of the approved TRO that is due to be implemented shortly to a point around 15m east of the cul de sac that serves nos. 33-37, and on the south side to replace the existing Keep Clear markings and then to extend north-east to an equivalent point to the northern side. The changes proposed as part of this scheme should be clearly shown in comparison with the existing/consented situation.
- b Teresa confirmed that the link from Hampton Court Road to the school road will be 3m in order to enable cyclist access, and this will be partly achieved by reducing the area of the swale to the east of the path. Further consideration will be given to the detail of when the path reaches the access road; it is proposed that some kind of barrier will be constructed to stop motorcycle access. It has been confirmed that a through (pedestrian) route will be available at all times between the new residential road and Hammond Way.
- c It has not been possible to provide a pedestrian link from the south-east of the site into the nature reserve area. The nearest path adjacent to this corner is the access road for the private allotments. Whilst this lack of accessibility is not ideal, the proposal for a permanently open footway link

between Hampton Court and Hammond does allow for pedestrian access to the south.

- d It is proposed that the limit of adoption will be the access road and footways right up to the turning head by plots 18-21, to include the central square (basically all the grey area on the layout except individual parking bays). Double yellow parking restrictions will be required on adopted roads from Hampton Court Road as far as the end of the central square, in order to discourage school-related parking, and they may also be needed on the corners near the turning head to ensure refuse vehicle access can be maintained.
- e The swept path assessment shows over-run onto the parking space adjacent to plot 17, and this will need to be amended.
- f The revised layout will mark plot numbers onto the allocated vehicle parking spaces, and a schedule will be provided showing parking provision by plot/number of bedrooms (or at least 1-bedroom units should be clearly marked as they have different parking standards). A few of the properties (e.g. 12-14) do not appear to have parking, and given the size of property, this will be re-considered. The plots that garages relate to will also be marked.
- g Similarly, more details on cycle parking will be provided, including the specification (e.g. cycle stands) where sheds are proposed. If any plots will have their cycle parking in the garage it will require minimum dimensions of 7m x 4m. Some rear cycle parking is difficult to access as currently drawn (e.g. plot 20).
- h The revised layout should provide greater clarity of the materials in the central square, particularly the area of carriageway currently marked grey which is not footway or the main carriageway. It is suggested these areas should be marked differently.

And further states in respect of the above that :

- a The new 'Traffic Regulations Orders' drawing deals with the above points, with the exception that Inset A incorrectly shows the northern side double yellows as Existing but they are still only planned (although should be confirmed shortly). The latest Site Access drawing submitted (Rev F) is now superseded and should not be referred to in plans. It is considered that remaining site access/works issues can be dealt with via condition/legal agreement/TRO.
- b The pedestrian link to the school is now 3m in width. A motorcycle barrier is marked at the point that this path enters the school site, but what happens to the west of here? Is this also some barrier preventing a direct movement from the path into the school road area? Will the pedestrian through-link to the school/Hammond Way always be open, as I recall following my original comments someone was querying if this was happening?
- d No double yellows are shown/marked on the layout plan, and whilst this would be subject to a TRO, these should be marked on a plan (if any other amendments are proposed prior to planning). It may be, subject to approval, that it will be possible for the applicant to place the requested double

yellows prior to the roads being adopted, or else the formal TRO could be progressed at an early stage so it is in place prior to road construction.

- f Whilst car parking standards are now maximums, the potential parking provision may still be an issue at some locations:
Plots 12 and 13 have two spaces each, but these are detached from the dwellings, and located in front of plot 11. Similarly, units 9-10 have parking detached in a parking court the other side of the street. Whilst this street is not due to be adopted, there are still concerns that the layout could result in parking/access issues.
Plot 14's parking is quite detached from its front door.
Plots 33/34 have a little distance to walk to their allocated spaces, and we would want to ensure that on-road parking does not occur (noting the spine road will be adopted).

Would there be a physical barrier of some kind between rear space 35 and space 33?

- g It does not appear that any additional details on cycle sheds or garages has been submitted, and so the potential concerns on cycle parking remain.
Plot 20 has a convoluted access to its cycle parking.
A number of the sheds are located such that cycles could only access them when cars are not parked in their allotted spaces e.g. plots 18, 23-27, 32-33; a similar access issue seems to apply to locations where cycle parking is proposed to be within the garage (notwithstanding the above issue about garage sizes).
- h It is apparent that some of these areas will involve landscaping and some further details have been provided. It is considered that further details could be required subsequently via an appropriate condition and the s38 process.

5.9 The Ecologist states:-

I have considered the Preliminary Ecological Appraisal, and its update, the Landscape Strategy, Green Infrastructure Statement, the Dormouse Mitigation Scheme, the Bat Report and the Tree Survey, and have no significant concerns over the methodologies used nor the conclusions reached by these studies.

Bats

Two species of bat were detected in the main building of this site, and I accept the conclusion that this represents a low-risk case in accordance with the NRW Approach to Bats and Planning Good Practice Guide 2015. Therefore there is no need to obtain the view of NRW as to whether they would subsequently be likely to grant an EPS derogation licence, provided we secure the mitigation measures set out in a suitable bat survey report. The submitted bat survey report (Wardell Armstrong – September 2018) is satisfactory in my view, and all of the mitigation measures as set out in sections 4.3, 5 and 6 of that report should be secured by planning condition. The reason for any such condition would be for the protection of bats, which are European Protected Species, in

accordance with regulation 9 of the Conservation of Habitats and Species Regulations 2017.

Dormice

I welcome the assumption in the Dormouse Mitigation Strategy (Wardell Armstrong – September 2018) that dormice are likely to be present in trees, bushes and hedgerows along the eastern and northern boundaries of this site. In general, I support the mitigation measures set out in that strategy. However, I remain concerned that the connectivity between the habitats at the eastern boundary of the present site, and those along the eastern boundary of the Howardian Primary School to the south, is tenuous. Whilst this connection might not be critical in terms of the impacts of the present 18/2500 planning application, it is important to avoid isolation of habitats on the new primary school site. Indeed, the Dormouse Survey and Mitigation Strategy for the new primary school (TACP – November 2016), makes specific reference to the importance of this connection (E.g. Fig. 5.1. page 6).

In this respect I note that some planting has taken place along this section, but also that there appears to have been some fly-tipping from the back gardens of nos. 79 to 89 Hammond Way. The only detail I can see as to the treatment of vegetation at this point is in the soft landscaping diagram HC.LA.100/2, which appears to show 'Existing trees to be retained' at this point. However I do not know how diagrammatic this drawing is, nor whether the apparent recent planting is included in this retained habitat.

Nevertheless, NRW are of the view that works to these trees and bushes etc. will require an EPS licence in respect of Dormice, and they have raised no further concerns at this stage. Therefore as long as the principle of habitat connectivity is established through the soft landscaping diagrams, then the finer detail of planting for dormice can be controlled by NRW at the licensing stage.

Green Infrastructure

I welcome the submission of the Green Infrastructure Statement which summarises the vegetation resource and the impacts upon it.

Nesting Birds

Condition: No clearance of trees, bushes or shrubs to take place between 1st March 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 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.

Lighting Scheme

I agree with the view expressed by NRW that a lighting scheme should be

required by planning condition. That scheme should demonstrate how light spillage onto retained and planted habitats which are of use for bats and dormice will be avoided, such that illumination of these habitats will not increase above 1.0 lux, or above currently existing light levels, whichever is greater.

Enhancements

A new statutory duty as set out in section 6 of the Environment (Wales) Act 2016 has been introduced which requires public bodies such as Cardiff Council to seek to maintain and enhance biodiversity, and in doing so to promote the resilience of ecosystems, in the exercise of their functions. This is reflected in LDP policies such as EN6 and EN7, and PPW section 5.2.8, which refer to the need to enhance biodiversity in the planning process. In this instance I would say that an appropriate provision would be:-

- 3 x bat boxes for crevice-dwelling bats, and
- 2 x House Sparrow terraces, and
- 3 x Swift Boxes, and
- 2 x double House Martin cups

With the model and location of these features to be determined by the applicant's ecological consultant. Please note that these are enhancement measures, which are therefore in addition to measures proposed to compensate for the loss of bat roosts caused by demolition of the main building.

Repeat Surveys

As a general principle, survey work which is more than 2 years old will be regarded with caution, as certain species may colonise or leave an area in the interim period. This is particularly the case with mobile species such as bats, and bat surveys greater than 2 years old will have to be repeated. A planning condition should be attached stating that surveys should be repeated if works which may affect the species concerned haven't taken place within two years of the date of the most recent survey:-

Condition: If site clearance in respect of the development hereby approved does not commence within 2 years from the date of the most recent survey for bats, the approved ecological measures shall be reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned to i) establish if there have been any changes in the presence and/or abundance of bats and ii) identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised, and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

Reason: To ensure that the assessment of the impacts of the development upon the species concerned, and any measures to mitigate those impacts, are informed by up-to-date information.

5.10 The Education Officer states:

Howardian Primary school was established in 2015 to meet the projected excess demand for places in the Cyncoed, Penylan and Plasnewydd areas.

Howardian Primary School has in recent years filled to Published Admission Number by admitting a proportion of pupils from other areas. In future, pupils resident on the proposed new development would have priority over pupils who live further from the school.

The projected demand for English-medium primary school places in the current Marlborough Primary School catchment area, within which Howardian is sited, is significantly below the combined 120 places per year group now provided at Marlborough Primary School and Howardian Primary school.

As the pupil yield from the proposed development could be met within existing school provision, no s106 contribution may be sought.

Any later housing development along Colchester Avenue would be assessed at the time of a planning application being submitted, and s106 contributions requested if necessary.

5.11 The Housing Development Manager confirms that after talking to Sarah McGill that due to the overall scheme viability and based on the fact we are delivering above the planning requirements for affordable housing on the Cardiff Living Sites we will remove the requirement for community facilities contribution. A viability report is being put together by GVA which will demonstrate this.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 South Wales Police state:

Observations

The proposed development is to be located on the former Howardian Adult Learning Centre, Penylan, Cardiff and is to consist of 43 residential dwellings in what is primarily an established residential area.

While the site perimeter consists of existing trees and hedgerows along with existing dwellings the eastern boundary comprises of dense undergrowth and the southern boundary is adjacent to a chain link fence of Howardian Primary School. Vehicle and pedestrian access into the site is off Hampton Court Road while a further footpath near the entrance connects the site with the adjacent school.

The development is in the form of a cul-de-sac and the layout provides good natural surveillance over the street from the dwellings whilst the frontages of plots 39, 40 and 41 overlook the footpath.

A number of the dwellings are supplied with a garage while the majority of other vehicle parking spaces are within curtilage of the properties.

Although permeability to the site has been kept to a minimum, there are concerns regarding the open area located between the school and plots 22-25 and 28, 29, 35, 36 and 41. This area can be easily accessed by unauthorised persons from the footpath or the two seating areas leaving the houses and school adjacent to this open ground vulnerable to burglary or anti-social behaviour.

The Design and Access Statement in section 5.7 Community Safety states 'There will also be Secured by Design certification for the site for both tenures of property'. In order to obtain such a certificate it will be necessary for the applicant to contact the South Wales Police Designing out Crime Officer. To date South Wales Police have not received an application for Secured by Design from the applicant or their agent.

Crime and Anti-Social Behaviour

Analysis has shown that overall crime in the vicinity adjacent to the proposed development is as follows:

The site is located within the local authority Ward of Penylan. During a period between October 2017 and October 2018 there were 606 incidents reported to South Wales Police within the Penylan Ward.

Over that same period the area adjacent to site has seen 25 reported crimes which included 4 thefts, a burglary, a damage and a violent incident.

As can be seen by the above figures crime in the area is relatively low particularly in comparison with other areas of Cardiff.

Recommendations

South Wales Police would recommend the following principles are adopted by developers in terms of design and layout.

General Layout

1. Excessive permeability should be avoided. Casual access through the open space to the rear of plots 22-25 and side of plots 28, 29, 35, 36 and 41 should be controlled. If it is left open then it is recommended that the gable ends of plots 28, 29, 35, 36 and 41 should have a window overlooking the open space. The perimeter fences to all properties adjacent to this area should be at least 2.1mtrs high.
Reason: to prevent the risk of burglary and anti-social behaviour.
2. Lighting on all roads, pavements and parking areas should comply with BS 5489:2013.
Reason: to enhance community safety and reduce the fear of crime.
3. In order to maximize opportunities for surveillance and minimize the fear of crime it is necessary to provide an adequate lighting system. Lighting should be designed to provide a uniform spread of light, clear colour rendition, avoid deep shadows and minimise light pollution. Luminaries should be sturdy and resistant to vandalism, tampering and adverse weather conditions.

- Reason: to enhance community safety and reduce the fear of crime.
4. All road access in residential areas should be designed to ensure that maximum vehicle speeds are no more than 20mph.
Reason: to enhance community safety and reduce the risk of a collision and serious injury.
 5. Trees and shrubs should be positioned away from the buildings giving a clear and unobstructed view of the boundary. All shrubs and hedges should have a maximum growth height of 1mtr, whilst all trees should be pruned up to a minimum height of 2mtrs, thereby maintaining a clear field of vision around the site. Mature trees should not mask lighting columns nor become climbing aids.
Reason: to enhance natural surveillance and reduce the risk of crime.
 6. Ensure that all hard landscaping features such as coping stones, pavers etc. and street furniture are securely fixed and cannot be removed and used for criminal purposes.
Reason: to reduce the risk of damage or burglary.

Houses

1. All houses should be provided with defensible space to front.
Reason: to define what is public and private space and reduce the chances of crime and anti-social behaviour.
2. Access to the rear of the houses should be denied by utilising fencing to at least 1.8mtrs high. Apart from the houses adjacent to the open area as previously mentioned
Reason: to reduce the risk of burglary.
3. Access to the rear of properties from the front should be protected by a lockable gate which is constructed to the same height as the fencing and located as close to the front building line as possible.
Reason: to reduce the risk of burglary.
4. Doors and windows should be successfully tested and certified to PAS24 2016 or equivalent.
Reason: to reduce the risk of burglary.
5. Utility meters should be located to the front of the houses.
Reason: to reduce the risk of 'bogus caller' type crime.

Secured by Design

All affordable/social housing and Welsh Government funded projects are required to meet

Secured by Design standards.

Independent research has confirmed that Secured by Design can reduce the risk of crime by up to 75%. Recent research conservatively estimates the carbon cost of crime within the UK to be in the region of 6,000,000 tonnes of CO2. This is roughly equivalent to the total CO2 output of 6 million UK homes. At current domestic burglary rates the marginal carbon costs of building a home to SBD standards will be recovered within four years.

South Wales Police operates the Secure by Design (SBD) initiative and is a National Police Chiefs Council and Home Office scheme which promotes the inclusion of crime prevention measures into developments. A safe and secure

environment is the prime objective of the Secured by Design initiative. To achieve this result, equal weight should be given to both environmental design and physical security.

For further information on Secured by Design standards please visit the website www.securedbydesign.com

Policy Support

- The Crime & Disorder Act 1998 created a statutory partnership between local authorities, the police and other key partners to work together in reducing crime and disorder in all aspects of their work.
-
- Section 17 of the Act 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.”
- TAN 12 Design. Para 5.17.1 “Local authorities are required to have due regard to crime and disorder prevention in the exercise of their functions under Section 17 of the Crime and Disorder Act 1998. Consideration should be given to practical ways in which the design of development can reduce opportunities for crime, disorder and anti-social behaviour.”

Planning Policy Wales

- 4.10.12 Local Authorities under Legal Obligation to consider the need to prevent and reduce crime and disorder.....
- 8.2.1. – Transport – Provision of safe, convenient and well signed routes
- 9.1.1. –Housing – Objective to provide homes that are in good condition, in safe neighbourhoods and sustainable communities
- 9.1.2. Housing – Greater emphasis on quality, good design, and the creation of places to live that are safe and attractive

6.2 The Fire Safety Officer states inter alia that:-

The proposed site plan in relation to the above has been examined and the Fire and Rescue Authority wish the following comments to be brought to the attention of the committee/applicant. It is important that these matters are dealt with in the early stages of any proposed development.

The developer should consider the need for the provision of:-

- a. adequate water supplies on the site for firefighting purposes; and
- b. access for emergency firefighting appliances.

6.3 Welsh Water state:

We have reviewed the information submitted as part of this application with particular focus on the Drainage Design Statement Ref CDGA-9461-DIS1-P2 which outlines the existing and proposed drainage proposal. We note that both foul and surface currently drain to the public sewer and that the intention is to redirect any new surface water generated by the proposed dwellings to a new soakaway. We have no objection to a foul only connection to the public sewer

and therefore if you are minded to grant planning permission we request that the following Conditions and Advisory Notes are included within any subsequent consent.

Conditions

No building shall be occupied until the drainage system for the site has been completed in accordance with the approved details as shown in the Drainage Strategy Report Ref CDGA-9461-DIS1-P2. Thereafter surface water and/or land drainage shall not be allowed to connect directly or indirectly with the public sewerage system.

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

Advisory Notes

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

SEWAGE TREATMENT

No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.

WATER SUPPLY

Dwr Cymru Welsh Water has no objection to the proposed development. 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.

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.

6.4 NRW states:

We provided pre-application advice to the applicant in a letter dated 15 October 2018. We have reviewed the submitted Pre-Application Consultation Report supporting this application. Further information has been submitted to address the requirements we previously raised.

We recommend that you should only grant planning permission if you attach the following condition. This condition would address significant concerns that we have identified and we would not object provided you attach it to the planning permission.

Condition: European protected species - lighting plan.

Bats and Dormice (European Protected Species)

As you are aware, it has been identified that common and soprano pipistrelle bats were using the building on site, which is to be demolished, as a roost. Furthermore, Dormice are known to be present in the adjacent Howardian Nature Reserve, and due to the existence of some suitable dormouse habitat within the proposed development boundary, their presence on site is assumed.

In our response letter, dated 15 October 2018, we advised that further information was required to demonstrate that the proposal will not be detrimental to the maintenance of the favourable conservation status of Dormice.

Section 5.1.1 of the Dormouse Mitigation Strategy states that 'To enhance the site for dormouse, habitat connectivity will be improved between Howardian Primary School land and the Howardian Local Nature Reserve through the planting of native hedgerow species along the south-eastern boundary of the site. This measure is specified in the Dormouse Survey and Mitigation Strategy for Howardian Primary School (TACP, November 2016) and has been agreed with Wates Residential and Cardiff Council.' The referenced Dormouse Survey and Mitigation Strategy had not been made available as part of the statutory pre-application consultation. As such, the total losses/ gains of potential dormouse habitat could not be fully understood.

We note that this document has now been submitted in support of this planning application and this addresses the requirement we previously raised.

We had previously recommended that a lighting plan be submitted as part of any formal planning application, however it does not appear that one has been submitted. Therefore, the following advice as set out in our pre-application letter, dated 15 October 2018, remains valid;

Condition: Sensitive lighting that is designed to avoid illumination of the

retained/ enhanced dormouse habitat, as well as any bat boxes or bat flight lines, will be required. Lighting will be relevant to the EPS licence application.

Advice to Applicant

The need for an EPS licence in respect of bats is recognised in Section 4.3.1 of the Bat Report. Due to the intention to remove dormouse habitat, and the potential of encountering dormice during site clearance works, we advise the Applicant also applies for a EPS licence from us pursuant to Regulation 55 of the Conservation of Habitats and Species Regulations (2017) in relation to dormice. Please note, we may wish to discuss the proposed mitigation and avoidance measures in more detail at the EPS licensing stage.

Other Matters

Our comments above only relate specifically to matters included on our checklist, Development Planning Advisory Service: Consultation Topics (September 2018), which is published on our website. 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. Please refer to our website for further details.

6.5 GGAT states;

We have identified an archaeological issue and the proposal will require archaeological mitigation.

You will recall from our letter of June 2018 in response to the pre-application consultation that the Historic Environment Record notes that the application site is located as the ground rises above the Levels and river flats to the west of the River Rhymney. The HER shows that finds of prehistoric flint implements, including a hand axe of Palaeolithic date, and a Bronze Age barbed and tanged arrowhead, have been made in the vicinity of the site. The Scheduled Monument of Pen y Lan Roman Site (Cadw reference GM396) is c300m north west of the application site, and utilised the solid ground at the change on geology. The evidence of activity of both prehistoric and Roman date is unlikely to be confined to the designated areas, or to the findspots.

Although the area has been partly disturbed by the existing buildings, landscaping and drainage, the potential for archaeological material to exist remains and in order to mitigate the impact of the development on the archaeological resource, we recommend that a condition should be attached to any consent granted to requiring the applicant to submit a programme of archaeological work in accordance with a written scheme of investigation.

We envisage that this programme of work would take the form of an archaeological watching brief during any ground disturbing work, including demolition, identifying any elements of the proposals which may also need to be targeted by archaeologists, which will also ensure that a programme of work

can be facilitated, with detailed contingency arrangements including the provision of sufficient time and resources to ensure that archaeological features that are located are properly excavated and analysed, and 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:

A detailed report on the archaeological work, as required by the condition, shall be submitted to and approved in writing by the Local Planning Authority within six months of the completion of the archaeological fieldwork. The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA) (www.archaeologists.net/codes/cifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member. We are concerned that the supporting information from Wardell Armstrong contains inaccurate comments relating to the archaeological resource, which have been obtained from a source that is both incomplete and nonstatutory.

- 6.6 The Design Commission for Wales has not submitted comments on this application but at pre-application stage on the scheme stated inter alia:-

The proposal is a residential development on the site of the former Howardian Centre. The development will comprise 45 energy efficient, sustainable homes along with a landscape strategy, SUDs, vehicular and active travel access, with associated infrastructure and engineering works.

Main Points

DCFW supports the aspiration to deliver high quality, energy efficient, sustainable homes on this unused site, as part of the Cardiff Living programme. However, further design development is needed to fully achieve this and the following points summarise key issues from the review that should be considered in further design development:

Concept

The design team expressed an aspiration to deliver a development with a strong sense of place, which will be delivered in part by the concept of a central green open space. This concept should be optimised and protected throughout the design process. Opportunities to encourage residents to use this space should be explored from the outset to ensure its success.

Topography

The challenging topography and level solutions within the scheme should be understood through site sections. Changes in level that require retaining walls will impact the public realm and sense of place, so should be well considered early on and designed out where possible.

Sense of arrival

In order to create a strong sense of place the arrival into the site must be welcoming and of high design quality. The arrival on the proposed plans is underwhelming as the primary view comprises the side elevation of a private garage. A strong corner dwelling would be more appropriate for this location, along with a considered landscape approach and a high quality treatment along the site boundary.

Movement

Active travel could be encouraged by connecting high quality pedestrian and cycle routes to the surrounding areas, such as the nearby school, nature reserve and allotments. Electric car charging points should also be considered in order to future proof the scheme and encourage more sustainable travel modes.

Landscape strategy

A landscape architect could be engaged to strengthen the landscape strategy across the site, which should include amenity space, SUDs and planting to soften the streets. The landscape strategy could consider terminating private drives with green amenity spaces.

Street hierarchy

Manual for Streets should be used by both the design team and the Local Authority whilst considering the types of street suitable for a residential development of this scale. A pedestrian-priority approach would help to create the sense of place that is aspired to and encourage residents to use the shared open spaces. The street hierarchy may be better explained using section drawings of the different street types, along with proposed materials. Refuse storage should be considered early to ensure that the streets are not cluttered with bins once residents have moved in.

Boundary treatment

Boundaries onto the streets must be high quality and robust. Hard materials and landscape should work together to create a high quality and pleasant boundary onto the public realm.

Next steps

House types were not presented for review so it is not yet possible to comment on the design quality and sustainability of the homes. However, the precedents presented were contemporary in form with good quality materials, an approach which DCFW would encourage the design team to deliver on this site.

The Commission would welcome further opportunity to review the scheme with the aim of improving design quality through constructive dialogue.

7. **REPRESENTATIONS**

7.1 Local Members have been notified. The two Local Members state:

We stress that we accept some housing development must take place on this site. Our objection is based primarily on our argument that that this is an over-intense development. In particular, we feel the impact of will be contrary to so much development policy by privileging the car over the pedestrian.

1. The context

The Howardian site is currently served by two cul-de-sacs: Hammond Way and Hampton Court Road, both of which also serve the new Howardian Primary School. The inevitable result of a cul-de-sac is that cars which do not benefit from off-road parking are forced to execute three-point-turns to exit. This is dangerous, especially in narrow and winding streets such as this. The presence of children heightens the danger.

This new development will sit within this road network and will add a third cul-de-sac.

Hammond Way and Hampton Court Road are already heavily congested at school drop-off and pick-up time. This is despite the fact the school is only just half-full. There are still three more full year groups to be added, bringing with them additional traffic, despite efforts to encourage active travel.

This is not a new concern. Ward members raised our concerns about the road network at the planning stage for the Howardian Primary School, located adjacent to this proposed development. We wrote as follows:

The fact that the new Howardian School can only be accessed from roads that are cul-de-sacs means that parents who choose to transport their children to and from school by car will inevitably need to carry out reversing manoeuvres at or near the school gate(s). From a road safety perspective, such manoeuvres must be avoided at all costs.

These concerns were not simply raised by local councillors. In its own October 2016 transport report prepared for the primary school planning application, the Council stated:

During school pick up and dropping off times it was identified that vehicles park in the turning head area directly outside the school access, the majority of these vehicles also drive nose in (see Figure 1.5). This then causes additional safety issues for vehicles and pedestrians as vehicles will be trying to manoeuvre out

of the location by reversing into the carriageway where pedestrians could be walking.

In the report to the planning committee, the Council's highways officers wrote:

I note and share many of the concerns expressed by local members with respect to the impact of on-street parking by large numbers of parents dropping off/collecting children at the start and end of the school day.

As can be seen, there is a clear and widespread acceptance that this road network in its current layout does present a safety risk

We argued at the time that the new school provided the opportunity to modify the road network to allow cars to continue moving in a forward motion, thereby removing the need for dangerous three-point-turns.

We were disappointed that these concerns were ignored when permission was granted for the new school.

2. Grounds for objection to this proposal

a) Impact on the road network

These new proposals provide another opportunity on a fresh and large canvass to modify the road network to allow cars to continue moving in a forward motion. The failure of these proposals to provide a solution to an acknowledged problem is the primary reason why we object to this application.

We are especially mindful of the following policy within the Local Development Plan:

- LDP Policy T5: Managing Transport Impacts
- iii. Make satisfactory provision for access, parking and circulation, particularly by pedestrians, cyclists, public transport users and disabled people with mobility impairments and particular access needs; and
- iv. Avoid unacceptable harm to safe and efficient use and operation of the road, public transport and other movement networks and routes.

We believe these proposals are not safe and do not, therefore, meet the requirement of Policy T5. The rest of this response explains our reasons for this conclusion and makes reference to the following planning guidelines:

- Planning for Health & Well-Being Supplementary Planning Guidance

3.9.2 Road injuries are the ninth-leading cause of death globally and they are the biggest cause of death for people aged 15 to 25. Children are the most likely road users to be killed in road accidents and chances for their survival decrease with increasing vehicle speed... Initiatives that create better conditions for walking and cycling and reduce speed limits to 20mph are effective road safety approaches. Traffic calming and designating streets as home zones where pedestrians take precedence can also be used to create safer road environments.

We argue that a road network that forces cars to make three-point-turns in the immediate vicinity of a school does not create the best conditions for walking and does not create a safe road environment. These proposals fail to meet this guidance. In light of the proximity of the school and the large numbers of children walking, cycling and using scooters, this is not acceptable. We wish to see a design that does what the guidance requires: create better conditions for walking and cycling, not exacerbate the dangerous situation that currently exists.

- Managing Transportation Impacts (Incorporating Parking Standards) Supplementary Planning Guidance

3.16 LDP Policy T1 provides support for developments which enable daily travel by walking and cycling by combining high quality, sustainable design, permeable networks of routes, measures to manage vehicle speed, safe and convenient connections to the strategic cycle network and existing neighbourhoods and trip attractors and good supporting infrastructure.

In referencing Policy T1, the SPG makes the important point about a permeable network. A cul-de-sac is, by definition, not permeable. The current situation is that the school and this proposed development sit within two existing cul-de-sacs. It is, therefore, extraordinary that the proposals would result in a third cul-de-sac. This exacerbates an impermeable network, in direct conflict with the demands of Policy T1.

3.18 In considering proposals for development on smaller, non-strategic sites, the Council may also seek to secure development layouts and off-site improvements to routes and user safety which serve to maximise the ease of access by walking and cycling.

This paragraph helpfully states our case by offering the opportunity for off-site changes, perhaps involving the top end of the Hampton Court Road cul-de-sac, to solve the problem of the threat of an impermeable network. We have the opportunity now to build these improvements.

We also draw attention to figure 3.1, in which the Manual for Streets User hierarchy shows that the priority in designing networks must put pedestrians first. The environment must make the experience of walking as safe and predictable as possible. A road network in which three-point-turns are a necessity does not create a safe and predictable pedestrian environment.

- Residential Design Guidance

This guidance quotes the following policies within the LDP:

Policy KP4

New development shall respond to local deficiencies and provide good connectivity to adjoining areas and be informed by feedback from existing communities.

Ward Members have identified the deficiencies created by the road network, acknowledge by officers (see 'Context' section above). In our comments on permeability, we have demonstrated how these proposals currently do not provide good connectivity.

Policy KP5

Provides legible development which is easy to get around and which ensures a sense of continuity.

Creates interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure.

As in the comment above, these proposals fail to deliver continuity and interconnected streets. In fact, they do the opposite by adding a third, disconnected, cul-de-sac.

Policy T1

Permeable and legible networks providing safe, convenient and attractive walking and cycling routes.

See comments on T1 above.

In relation to all these guidelines, referenced within the residential design guidance, it is clear these proposals fail the Council's own tests. They provide the planning committee ample grounds for refusing the application and tasking officers with developing a safe development.

b) Impact on education

Howardian Primary School, initially located on the site of this proposed development, has recently moved to its new, adjacent location. It was built to meet the chronic and acute over-subscription at Marlborough Primary School.

Howardian Primary is already operating at full or near full capacity in all year groups. Penylan is set to face further housing development along Colchester Avenue, within five minutes' walk of this site. The risk is that this will see Howardian Primary over-subscribed itself, recreating the very problems it was built to resolve.

We are disappointed that this application takes no account of this pressure. In making this point, we refer to the following:

- Cardiff Planning Obligations Supplementary Planning Guidance

7.1. Cardiff Council has a responsibility to ensure that a sufficient number and variety of school places...

Assessment of Existing Capacity (c) 7.9. The pupil yield generated by a proposed development will be assessed against the permanent capacity at the school(s) in whose catchment area(s) the new housing development is

proposed, using guidance provided through Government Circular No: 021/2011 (Measuring the capacity of schools in Wales)...

Any school which has achieved 95% occupancy would therefore be regarded as having no surplus capacity.

Using the Council's own calculation methods, we assess that this new development alone will generate an additional 10.1362 pupils, as follows:

- 2 x 1 bed flat: 0.031 individuals
- 11 x 2 bed homes: 1.3717 individuals
- 3 x 3 bed homes: 0.687 individuals
- 19 x 4 bed homes: 5.5993 individuals
- 8 x five bed homes: 2.4472 individuals

We argue, therefore, that this level of additional capacity loaded onto an already near-capacity school will generate additional demand that cannot be met. This is not responsible planning and breaks the requirement to provide a sufficient number of school places, particular with additional nearby housing development looming.

c) Impact on cohesion

We are concerned by the decision to lump together the affordable homes at the end of the cul-de-sac, creating an unhelpful social division.

As such we worry this contravenes the recommendation within the Cardiff Planning Obligations Supplementary Planning Guidance that:

all homes of whichever tenure are integrated into the overall design concept and externally finished to a similar standard.

The architectural design of the affordable homes fits in with the overall design concept, even if the side walls do appear more featureless than in the private homes. However, the site layout does not create an integrated feel.

This will believe is a missed opportunity and potentially divisive.

3. Conclusion

We accept the need for new homes on this site. However, the location of the proposed development is problematic. An opportunity exists to develop new homes while resolving problems that have been acknowledged by the community, ward councillors and council officers.

Planners are presented with a blank canvass on which to devise an all-encompassing solution. We regret that this opportunity is not being seized. Instead, the Council risks an over-intense development with short-term gains that will result in significant long-term pain. This is short-sighted and poor planning.

The guidance offers members of the planning committee the grounds with which to demand a better solution.

This application will be to the detriment of pedestrians. They will discourage active transport. It would be possible to devise a scheme that removes the need for cars to undertake dangerous three-point-turns in the vicinity of a school. If the safety of pedestrians requires the loss of some houses, this is a price that is justified.

We would urge the committee to refuse this particular application because:

- It is not safe;
- It does not create better conditions for walking and cycling;
- The proposed road network is not permeable;
- The proposed road network does not create connectivity;
- The proposals do not improve the road network layout;
- It will worsen the impact on school places;
- The site layout is socially divisive.

7.2 The application has been advertised on site, in the press and on the Council website.

7.3 Adjoining occupiers have been notified.

Two letters have been received from the occupiers 53 Hampton Court

Comment:1) Our main concern is the lack of certainty regarding the pedestrian access south of the site to Hammond Way. Without this access permeability to the site outside of school hours will be very poor, with restricted pedestrian access to services and shops.

We currently live just above the site, and currently find the lack of pedestrian access outside of school hours extremely frustrating. We have 3 small children, and at the weekend, to walk/scoot to the playground on Hammond Way or the nature reserve takes a good 20 minutes - up Hampton Court, down Baron's Court, down Colchester Avenue, and right along Hammond Way - that's 40 minutes round trip. As a result we often resort to the car - which is ridiculous considering it is 5 minutes walk as the crow flies (which we can do when the school is open!) It's bad for the environment and increases traffic.

However, the applicants "transport statement" regarding this access is vague, uncertain and at times incorrect. Firstly it states:

2.18 The site will likely maintain the public footpath connecting the new development to Howardian Primary School south of the site, which also connects to Hammond way. This footpath is currently in good condition and is a point of access for the school from the north. As far as I am aware, it is NOT currently a public footpath connecting to Hammond Way. It is part of the school site, and not currently open outside of school hours. This is therefore simply incorrect. Secondly, "will likely" is conjecture and there is no evidence that the council has planned to make this into a public footpath so pedestrians/cyclists can access Hammond Way.

If there is no public footpath then point 2.19 is void, along with others and the

Table 2.1 is incorrect most of these walking times will be much longer, it takes 10 minutes just to walk to Colchester Avenue itself. As illustrated above with our family situation, this goes completely against the Labour council's priority for improving pedestrian and cycling access across the city. If there is no public access to Hammond Way then the site will suffer from a lack of pedestrian / cycle access to facilities and an increase in car journeys - see our concerns on traffic below.

The application is based on inaccurate information and conjecture and given the importance of this footpath in order for pedestrians and cyclists to have reasonable access to services from the site, the application should not be accepted until the council has agreed a pedestrian route past the school. A 'commitment to exploring the public link' is not good enough given the application is based on good pedestrian access.

2) Our other main concern is regarding the traffic in the area, as several factors do not seem to have been considered in the planning. Firstly, there will be another 180 children (3 years of 2-form entry at 30 per form) coming into the school, over the next 3 academic years, therefore traffic in the area will increase significantly (even if some walk/taking siblings into account, it could be 80+ more cars). The danger of more and more cars doing three point turns, as all cars must do to exit the road, has not been considered. The design has completely ignored the consistently given recommendations from the councillors not to make another cul-de-sac off Hampton Court Road due to the danger of many cars turning. We also note that several of the driveways are either single, or single-access double driveways -which we know often do not work, as we have seen on Ffordd Nowell -people do end up parking on the road, again resulting in an increase of parked cars on the road, near a school entrance.

We don't believe the situation on Hampton Court Road has been properly investigated in terms of three point turns and the parking - please would you come and look on a Saturday or Sunday night when all the cars are parked all along both sides of the road, and you have to drive very slowly to navigate your way through. Particularly we wonder about safety, with a concern that at these times, bigger vehicles, particularly an ambulance or fire engine, would not be able to get through the end of Hampton Court Road, or the new estate, in an emergency. An increase in number of vehicles will no doubt make this situation worse.

We believe the traffic situation therefore needs to be reconsidered. Better traffic management on Hampton Court Road, or a loop road through to Hammond Way should be considered.

3) We also note that there is NOT good access to a bus service as stated. We used to use the bus 56 from Baron's Court Road with our children, now this option has been taken away. The nearest bus stop to the main city centre (not the very long city circle route from Colchester Avenue, which only stops south of the city centre) is on Penylan Hill - so that's a good 20 minute walk up the hill to the bus stop, simply not worth it for a commute. This is also often not doable

with children so again, we sadly have to resort to the car more, resulting in more car journeys, pollution and traffic.

We also noted there a number of inaccuracies throughout the documents - for example, in the design and access statement, section 3.3, the dwellings in Hampton Court Road are actually describing (and have an incorrectly labelled photo of) Barons Court Road.

Given the above issues and inaccuracies, we do not consider the plans to be ready to be agreed by the council, particularly until the pedestrian access has been agreed, and the traffic issues reconsidered.

And

I agree with my husband's comments he has already submitted regarding the uncertainty of pedestrian access to Hammond Way, and the increasing traffic issues due to the inevitable increase in school traffic, and yet the design as another cul-de-sac so all cars must do 3-point turns in the road to get out.

I want to add that if/when the applicable accepted, it must have an agreement that a path to the school from Hampton Court Road must be open when the school is open. This needs to happen to ensure access for people living on Hampton Court Road, and so that the traffic on Hammond Way doesn't end up in chaos which it would if all parents were dropping off that side. Any building work which does not allow such access must be restricted to school holidays.

8. **ANALYSIS**

Policy

- 8.1 The application site falls within the settlement boundary as defined by the Adopted LDP proposals map and has no specific land use allocation or designation. The surrounding area is predominantly residential. The site currently comprises the Howardian Community Education Centre which in part previously operated as a temporary school and which is now surplus to requirements since the opening of the new primary school on adjoining land to the south.
- 8.2 Policy H6: Change of Use or Redevelopment to Residential Use permits the change of use of redundant premises or redevelopment of redundant previously developed land for residential use where:
- i. There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirements;
 - ii. The resulting residential accommodation and amenity will be satisfactory;
 - iii. There will be no unacceptable impact on the operating conditions of existing businesses;
 - iv. Necessary community and transportation facilities are accessible or can be readily provided or improved; and

- v. It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no unacceptable risks to the end users.
- 8.3 Assessed against the above policy framework, given the site is located within an established residential area, in a highly sustainable location, in walking distance of local amenities; the land and premises are surplus to requirements since the development of the new school and; the development of the site for housing will not impact unacceptably on the operating conditions of any businesses the proposal raises no land use policy concerns.
- 8.4 The application site is owned by the Council and was formerly occupied by the Howardian Community Education Centre. The land is a brownfield site within the settlement boundary of Cardiff. The principle of the development of this site for residential purposes raises no land use policy considerations.
- 8.5 This scheme forms part of the Council's Cardiff Living Project, formerly the Housing Partnership Programme (HPP), which is a partnership between the Housing Development Team and Wates Living Homes. The aim of the project is to build around 1,500 mixed tenure, energy efficient, sustainable and high quality homes across c. 40 Council owned sites within Cardiff. Overall, the programme will provide 40% affordable homes across the portfolio of sites with the remaining dwellings being placed on open market sale by Wates Living Homes.
- 8.6 In terms of the affordable housing, the proposal is for 9 of the houses to be affordable, to be owned by Cardiff Council for social rented accommodation and/or low cost home ownership (LCHO). This proposal meets the planning policy requirements of 20% on brownfield sites. The proportion of affordable housing on the Cardiff Living sites will vary across the 40 sites to be developed.
- 8.7 Paragraph 4.20 of the LDP says that brownfield and windfall sites continue to play an important role in providing new homes for the city to continue to evolve. This equates to approximately 12% of Cardiff's housing needs over the LDP period. The 43 dwellings proposed in this application forms a small part of that 12%.
- 8.8 The LDP forms the basis for determining planning applications. The Council and Planning Inspector took account of PPW, the Tans and other government advice at the Public Inquiry that approved the LDP. The relevant LDP policies of the Authority have been referred to earlier in this report and this development is considered to be in accordance with those policies.
- 8.9 In respect of the issues associated with this application, including LDP policies and SPGs, and the objections/concerns raised I would make the following comments:-
- Density
- 8.10 Policy KP5 (ix) of the LDP promotes the efficient use of land developing at highest practicable densities. Whilst the proposal is not a high density

development it is similar to the density of the residential development that has taken place on the former high school's playing field.

8.11 The Cardiff Residential Design Guide SPG does say that variations in the density of development can allow for greater variety in the spatial and visual character of a scheme which can enhance the townscape and help people find their way around. There is no relationship between development density and the ability of a scheme to provide adequate green spaces or meet amenity standards, although the form of green space might go from providing private to more shared forms of garden or open space. Interesting approaches to providing amenity spaces are always welcomed.

8.12 The density of this site is at 29 dwellings per ha. The Residential Design Guide identifies densities of 45+ as suitable within district centres or fronting a spine road and 35+ within 400m of a District centre and 30+ dwellings are identified as appropriate within other parts of the residential area. The density proposed is not considered excessive.

Transport

8.13 LDP Policy KP8 Sustainable Transport states in part that:-

Development in Cardiff will be integrated with transport infrastructure and services in order to:

- i. Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.
- ii. Reduce travel demand and dependence on the car;
- iii. Enable and maximise use of sustainable and active modes of transport;

8.14 Supporting paragraphs of this Policy states:-

4.106 For Cardiff to accommodate the planned levels of growth, existing and future residents will need to be far less reliant on the private car. Therefore, ensuring that more everyday journeys are undertaken by sustainable modes of transport, walking, cycling and public transport, will be essential.

4.107 The location and form of developments are major determinants of the distance people travel, the routes they take and the modes of transport they choose. Much of the growth in car travel in recent decades can be attributed to developments which have been poorly integrated with the transport network. Integration of land use and transport provision can help to manage travel demand, avoid developments which are car dependent and make it easier to facilitate movements by sustainable modes.

4.108 The purpose of this Key Policy, therefore, is to ensure that developments are properly integrated with the transport infrastructure necessary to make developments accessible by sustainable travel modes and achieve a necessary shift away from car-based travel.

8.15 LDP Policy T1 encourages walking and cycling to minimise car use and support the Council in fulfilling its legal requirement under the Active Travel (Wales) Act

2013

- 8.16 LDP Policy T5 also seeks to reduce reliance on the private car in line with national planning policies and strategic transport objectives. This proposal also provides one cycle space per apartment. There is space within the curtilage of each dwelling for secure cycle storage.
- 8.17 The Institute of Highways and Transportation issued guidelines for “Providing for Journeys on Foot” and identifies in table 3.2 suggested acceptable walking distances of desirable 400m, acceptable 800m and preferred maximum 1200m. Howardian school, leisure areas, retail units and public transport services are all within the desirable or acceptable guidelines. It is considered that the proximity of the afore-mentioned facilities contributes towards the development being able to comply with LDP policies KP8, T1 and T5.
- 8.18 The Transport Statement submitted with the application says that
The traffic effect from 43 homes is forecast to be +20 / +22 two-way trips during an AM / PM peak respectively which is not considered to be material or detrimental to highway capacity or highway safety.

The Statement concludes that Development in this location offers travel choice and inclusive mobility for most modes of travel and as such should be supported by the Council, particularly in view of the Active Travel (Wales) Act 2013 and Cardiff Council’s Transport Strategy which seeks to achieve a 50:50 modal split for all journeys across the City. Moreover, it provides a positive contribution in line with the Well-being of Future Generations (Wales) Act 2015 and hence should be encouraged.

- 8.19 The Transportation Department will deal with Road Traffic Orders, including double yellow lines. Amended plans have been submitted linking plot numbers with the same parking plot numbers.
- 8.20 In response to the transport objections raised by the local members the Transportation Officer states:

It is not considered that the proposed development would result in safety concerns, especially in comparison to a theoretical ‘not as intensive’ development scenario. The Transport Statement indicates that a maximum of only around 20 two-way vehicle movements would be generated by the houses (equating to one vehicle every 3 minutes).

We are not in favour of introducing a through-road between the site and Hampton Court Road, as this could induce additional car trips, although a route for pedestrians will be provided.

Whilst we would wish for as many school trips to be made by sustainable modes as possible, it is accepted that for various reasons, a proportion of parents will wish to drive. In order to help counter any problems caused by this, we have introduced parking restrictions and pedestrian crossing improvements in the area (with some parking restrictions on Hampton Court Road to follow

shortly), and additional improvements associated with the residential development (including relocating the keep clear markings) were requested in my email response.

Appropriate infrastructure will be provided at the residential site (including seeking parking restrictions at various locations), and it is not considered that the potential presence of some school-related vehicles turning/reversing on local roads will automatically result in safety concerns.”

- 8.21 The Transportation Officer also provided a copy of the response to a question raised at Council in November 2018 which is reproduced below which has some relevance to the current application:

“We are aware of the current issues.

Officers are assessing the application for housing development on land adjacent to the school. Their view is that extending existing highways to provide a through route is likely to attract additional traffic and lead to further problems of congestion. It would also undermine the school’s efforts to encourage pupils to walk and cycle to school, through its travel plan, which it is actively promoting.

However, the developers have been asked to make amendments to the development access which would include an extension of double yellow line parking restrictions on Hampton Court Road, which would help to enhance safety

To address concerns expressed by residents on Hammond Way about traffic and parking associated with the school, the Council is progressing a scheme for additional parking restrictions on this road.

To support efforts to encourage walking and cycling to Howardian school, the Council has implemented a School Safety Zone, which includes traffic calming, a 20mph speed limit, parking restrictions and improved pedestrian crossing facilities on Hammond Way and on Hampton Court Road. In addition to this, we have recently constructed a zebra crossing on Colchester Avenue to improve the walking route to the school.”

- 8.22 The Council has no planning policy that prohibits cul de sacs. Many developments for both larger and smaller schemes are served by single vehicular access points.

- 8.23 The traffic and parking issues associated with the Howardian School planning application were considered by the Planning Committee following a Committee site inspection. The school’s parking and access arrangements are unchanged by this proposal.

- 8.24 The Local Planning Authority has to assess the submitted planning application on its own particular merits. If the Council wished to use all or part of this land for a different purpose then an alternative planning application would need to be submitted. The development of this site for housing does not affect vehicular

traffic movements to the school. Children from this development will be able to conveniently walk to the adjoining school. Pedestrian and cycling permeability between Hammond Way and Hampton Court Road will be improved. It should be noted that during part of the construction period the pedestrian access to the school from Hampton Court Road may be temporarily suspended for safety reasons.

- 8.25 In this case bus services, a school and shops are all within reasonable walking distances. Howardian school adjoins the site; there is a parade of shops and bus stops on Colchester Avenue less than 400m from the site.

Pedestrian Cycle link from Hampton Court Road to Hammond Way

- 8.26 The applicant in response to transport/access issues raised by a local resident states:

“The report makes reference to access that was available through the Howardian site that connects to the school and Hammond way. As part of the planning permission associated with the school, there are conditions that are associated with the pedestrian link to the school from Hampton Court Road which should be retained in perpetuity, to ensure satisfactory pedestrian access to the school from the north. We understand that discussions are underway between various Council departments in order to try and facilitate this.

The issue of vehicles parking on the footway causing obstruction is an existing issue that can be addressed by current legislation through enforcement. South Wales Police undertake this type of enforcement and can be contacted on their non-emergency number 101. Where vehicles are parked on or adjacent to pedestrian dropped kerbs, driveways or parking restrictions, the Council’s Civil Enforcement section can be contacted via 029 2087 2087.

The school will have measures in place to contact parents to encourage sustainable means of accessing the school and highlighting the importance of driving and parking responsibly and safely around the school. Any concerns of inconsiderate parking should be referred to the school, or alternatively by contacting the above enforcement authorities.

As it is not known how school traffic will affect the area around the school, or within the proposed housing development site. The Council has measures in place to undertake post implementation monitoring following the introduction of road safety/access improvements. This will determine whether further traffic management measures are necessary.

The development will not generate a significant number of vehicle movements throughout the day, however recommendation is given that the internal layout is monitored post application, to determine whether any further traffic management measures are necessary and implemented accordingly, to prevent obstructive parking.

From the site entrance to the bus stops on Colchester Avenue near Earls Court

Road is around a 5-minute walk (approximately 450m) or a 10-minute walk (800m) to services on Waterloo Road. Additional services operate from Newport Road or Penylan Road which would require changing buses. There would be a slight time saving to access the Scholars Drive bus stops on Colchester Avenue through the school site. The bus services on Newport Road could be accessed via the Howardian Nature Reserve Area and Ipswich Road through the school site, which would be a 16-minute walk (approximately 1.3km). From the site to Penylan Road, the bus stops are a 12-minute walk (1km) via Colchester Avenue or Dorchester Avenue.

It is agreed that retaining access through the school site would benefit the community for access to public transport as well as public open space. We understand that discussions are underway between various Council departments in order to try and facilitate this.”

- 8.27 The Housing Project officer subsequently confirmed that the footpath link between the Howardian development and the school will be open 24 hours following development. Work is required to the school fence to ensure the school is secure. She also advises that we were hoping to be able to close the pedestrian link through the Howardian site to the school during construction. This looks like there will be lots of opposition so we are going to try and keep this open at school pick up and drop off times.
- 8.28 In respect of the points made by the Transport Officer I would advise that
- a) and d) The Highway Authority will deal with the TRO
 - b) Proposed condition 28 requires a motor cycle barrier. It would then be for the school to consider whether a motor cycle barrier is required at the entrance to their site, as they already have a pedestrian gate.
 - f) The design of the FOG (plot 11) allows for parking to the front and beneath. Parking for the apartments on plots 9/10 are some 20m distant at the end of a short private drive. The parking for plot 13 adjoins its rear gate. The parking space for plot 33 is immediately adjacent and the parking space for plot 34 is 10m from its front door. There would be a 1.8m high fence between the parking spaces serving plot 35 and one of the spaces for plot 33.
 - g) Condition 29 is aimed at providing secure sheltered cycle parking. Plot 20 is mid terrace property served by a rear path.
 - h) This is covered by proposed condition 30.

Parking

- 8.29 The Council's SPG on Parking provides parking standards for central and non central area development. In this case the site lies at the periphery of the central area which specifies a maximum of 1 car parking space per dwelling and a minimum cycle parking of 1 per bedroom. Non central parking specifies a maximum of 2 car parking spaces for 2+ bedroom dwellings. As the application site is towards the periphery of the central parking area it is not unreasonable to allow some level of flexibility in the application of the guidelines. The majority of open market housing would have one car parking space and 12 market houses and all the affordable units would have two spaces. It is not considered that the overprovision of some car parking spaces in this particular location could justify

a reason for refusal.

Design

- 8.30 Tan 12 Design identifies the five elements that contribute to good design which are Community Safety, Environmental Sustainability, Movement, Access and Character. It is considered that this scheme satisfactorily addresses these five elements.
- 8.31 The applicant appears to have generally taken on board the advice of the DCfW in the formulation of this application. For example feature walls, supplementary planting and a large 2 1/2 storey dwelling are proposed at the entrance to the site. Detailing of retaining walls will be required by a condition. It is unfortunate that Parks have been unable to agree to a direct pedestrian link from the eastern boundary of the site to the allotments/nature reserve.
- 8.32 There is some richness and interest in the materials to be used in the proposed dwellings. The façade composition of the dwellings is contemporary, with some nice touches. The street design overall with shared surface, safe route and calming measures is considered acceptable. The small “square” is a reasonable feature for such a small scheme. The use of a conservation kerb would enhance the qualities of this space around the planting area.
- 8.33 The affordable units are considered to integrate well with the overall development being of a similar style and materials as the open market units. Their appearance is considered to be tenure neutral. Some or all of the affordable units on this site may be made available through the Council’s low cost home ownership scheme.

Crime and Disorder

- 8.34 The police raised a concern about the land at the southern end of the site being open. This land is required for SUD purposes which will require maintenance in due course. The dwellings that adjoin it will have 2.1m high walls to secure their private gardens. Five of the dwellings have side facing windows that overlook this area and all routes to the SUD are overlooked from the fronts of several dwellings. The SUD is then separated from the school by a 2.1m high weld mesh fence. The school has CCTV in elevated positions with vandal resistant lighting controlled by photo electric cells covering the whole area around the school.
- 8.35 The Police confirmed that the layout provides good natural surveillance. The cul de sac layout, junction with Hampton Court Road, internal road narrowings and the square arrangement will all contribute towards low road speeds. The location of the proposed landscaping is not considered to adversely affect public safety. All dwellings have defensible front space and the means of enclosure to rear boundaries meets the Police’s recommendations. Street lighting will be addressed under the Highway legislation.
- 8.36 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.

Noise

- 8.37 The Noise and Air Team's issue is addressed by proposed condition 15.

Contamination

- 8.38 Contamination issues are addressed by conditions 3-10 (inc) and Recommendations 2 and 3

Biodiversity/Protected Species

- 8.39 The Ecologist's issues are addressed by proposed conditions 17-21(inc). NRW has no objection and their required condition is in line with proposed condition 21.

Landscaping/Open Space

- 8.40 The issues identified by the Tree Officer can be addressed by conditions 12-14 (inc).
- 8.41 The SPG on trees says that category A and B trees can be removed if there are overriding design considerations and their loss can be successfully mitigated by new planting. There are no category A trees with most trees being identified as category B and C, 8 trees assessed as category U trees. 30 trees are to be removed and 32 new trees planted. The Tree Officer has carefully assessed the loss of trees and has no objection to the landscaping proposed subject to conditions. A cherry tree at the access to the site would have to be removed to facilitate satisfactory access for this development. The other trees on site are afforded no special protection and can be removed without the approval of the Local Planning Authority. Proposed conditions 12-14 are considered necessary to secure successful landscaping arrangements.
- 8.42 The Parks Officer has queried the management of open spaces. The applicant has submitted a Management Plan that confirms that a management company will be responsible for maintaining the incidental open spaces. The bench details are a little unclear and this should be the subject of a condition (proposed condition 26).

Historical Assets

- 8.43 The applicant has confirmed that Phase I Geoenvironmental and Geotechnical Desk Study prepared by Wardell Armstrong was not submitted for archaeological purposes and GGAT was advised of this on 4/12/18. GGAT's

proposed condition is included in the Recommendation as proposed condition 25.

Wellbeing

- 8.44 The 7 well-being goals are as follows:
- 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
 - A globally responsible Wales
- 8.45 Paragraph 3.2 of the LDP vision is as set out in the 10 year, 'What Matters' Strategy (2010-2020) which is that "By 2020...Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving city-region".
- 8.46 Paragraph 3.3 states that Partners have agreed seven strategic outcomes that, if achieved would represent ultimate success and the realisation of the vision. The outcomes are that:
- People in Cardiff are healthy;
People in Cardiff have a clean, attractive and sustainable environment;
People in Cardiff are safe and feel safe;
Cardiff has a thriving and prosperous economy;
People in Cardiff achieve their full potential;
Cardiff is a great place to live work and play; and
Cardiff is a fair, just and inclusive society.
- 8.47 Paragraph 3.4 states that It is important to recognise that the LDP cannot deliver all of these outcomes alone as many issues extend beyond land use planning matters and the remit of the document. However, the LDP is a crucial strategic document that must create the right conditions which both directly and indirectly assist and support the delivery of these outcomes.
- 8.48 The creation of employment during the construction period and improving the housing supply and choice of housing that incorporates affordable housing in a sustainable location on a brownfield site adjoining a school close to allotments and a nature reserve whilst safeguarding the amenities of adjoining residents goes towards meeting the afore mentioned policies and strategic outcomes.
- 8.49 Section 3 of the Well-Being of Future Generations Act 2016 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. 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.

- 8.50 The provision of affordable housing on the HPP sites meets the 20% requirement on brownfield sites specified in the Council's planning policies. In any event this proposal is part of a larger project to provide substantially more affordable housing across the City to help towards addressing a pressing social need.

Waste

- 8.51 On site bin storage for houses and apartments have been indicated on the amended plans which would address an issue raised by the Waste Officer. Refuse bins can be addressed by a Section 106 Agreement. If there is insufficient viability to fund the cost of refuse bins future residents would have to fund them.

Equality Act 2010

- 8.52 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 in the vicinity of the site or who may occupy the proposed dwellings.
- 8.53 The Waste Officer (£2,580) and Parks Officer (£123,676) are seeking S106 contributions totalling £ 192,321.41. The applicant has not concluded a viability assessment whilst all the costs associated with demolition needed to be finalised. The applicant is at this point in time unable to confirm agreement to the financial contributions identified and the recommendation has been formulated in recognition of this.
- 8.54 The Affordable Housing Officer, Drainage Officer, Contaminated Land Team, Fire Safety Officer, NRW, GGAT, South Wales Police, Tree Officer, Ecologist, Pollution Control, Welsh Water, Parks Officer, Transportation Officer, Waste Management Officer, Noise and Air Team, Regeneration Officer and Education Officer have raised no objections to the development subject to conditions and Section 106 contributions.
- 8.55 Notwithstanding the objections/concerns raised by the two local members and the occupiers of a neighbouring dwelling the proposal complies with the Council's LDP policies and SPG on residential amenity and car parking standards. The proposal makes efficient use of land in a safe, well-designed scheme that positively contributes to the provision of affordable housing and increases housing supply and choice within the City in a sustainable location on a brownfield site. It is not considered that there are any good reasons for refusing this application.

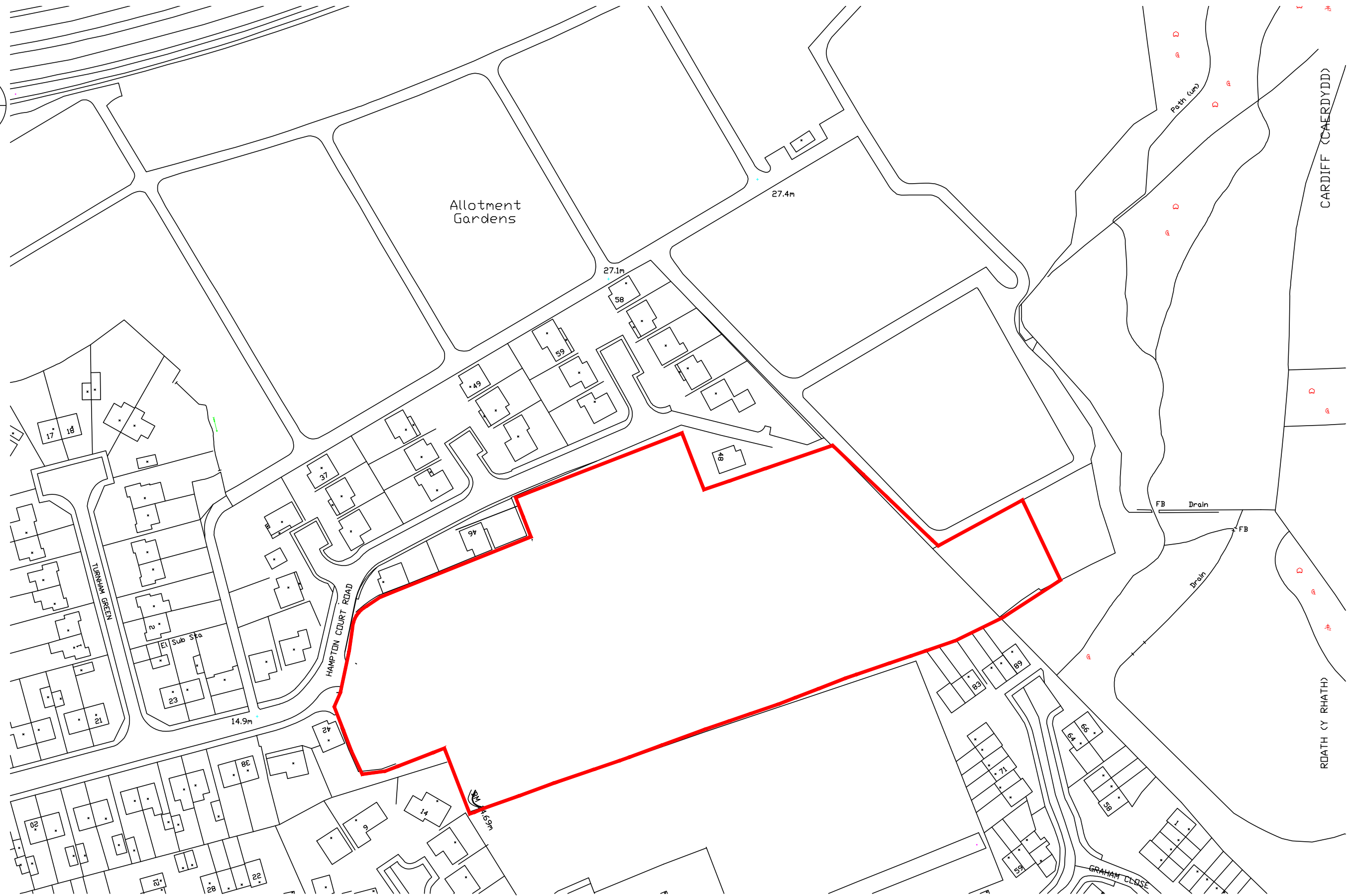
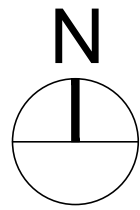
9. **SECTION 106 REQUIREMENTS**

9.1 The application is considered acceptable subject to conditions and the following Section 106 requirements:

A) Units 17-24 (inc) shall be available for council accommodation

B) A financial contribution of £123,676 for local off-site public open space enhancements.

C) A financial contribution of £2,580 for refuse bins to serve the development



Site Boundary

Status: **PLANNING**

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rev	date	description
A	13.09.18	Axis amended
B	22.10.18	Red line amended

by
CC
CC

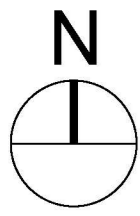
Drawn:	CC
Checked:	BJ
Date:	12/09/18
Scale:	1:1250 @ A3

Client:	Wates Residential Limited
Project:	Howardian, Centre Cardiff
Title:	Location Plan
Ref:	2289/100B

Rev: B



Unit 2 Chapel Barns | Merthyr Mawr
Bridgend | CF32 0LS | 01656 656267
mail@spring-consultancy.co.uk



Accommodation Schedule

Ref	Description	No.
Affordable		
4.2.1	Two Bed House	9
Private		
1B1	One Bed apartment	2
2B1	Two Bed FOG	1
2B2	Two Bed FOG	1
HTC	Three Bed House	1
HTD	Three Bed House	2
HTE	Four Bed House	4
HTI	Four Bed House	4
HTK	Four Bed House (2 & Half Storey)	11
HTL	Five Bed House (2 & Half Storey)	8
Total		43

Site Key

- Existing Vegetation (refer to landscape architects detail drawings for extent of further removal)
- Hedge planting
- Trees & foliage to be removed
- Proposed Swale (to engineers details)
- Denotes affordable units
- 1.8m High Gate
- 200 litre water butt
- Bin storage location
- Bin store collection point
- Compost bin
- Timber Shed
- Rotary line

Boundary Treatments Key

- 2.1m High brick screen wall to engineers specification.
- 1.8m High timber closeboard fence
- 1.1m High timber post & rail fence
- 1.1m High front boundary metal railings
- 0.45m High front boundary brick wall
- Timber bollards
- Timber knee rail
- 0.9m High feature wall (refer to detail)

Surface Materials

- Asphalt / Bitmac
- Grey tegular block paviors or similar approved to public highway
- Shared drives to be Tobermore Tegula "Bracken" paving
- Concrete Paving slabs



Status: PLANNING

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rev	date	description	by
A	06.11.18	Plots 22-25 moved 2m east. 26 rear boundary amended. Plots 43 & 42 boundary amended.	CC
B	07.11.18	Plots 4 & 5 handed	CC
C	20.11.18	Plots 17-28 amended	CC
D	20.11.18	Site key amended & swale added adjacent to plot 22	CC
E	30.11.18	Layout amended in response to local authority consultation responses.	JM
F	05.12.18	Boundary treatments added to layout	CC
G	08.12.18	Plot 19 handed. Bay windows added to plots 28,29 & 30	CC
H	20.12.18	Plots 6, 7, 11, 32-34 & 38-39 amended per LPA comments	JM

Drawn: CC
 Checked: JM
 Date: 12/09/18
 Scale: 1:500 @ A2

Client: Wates Residential Limited
 Project: Howardian, Centre Cardiff
 Title: Planning Layout
 Ref: 2289 / 102 Rev: H



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PLOT 1

PLOT 2

PLOT 3

PLOT 4

PLOT 5

PLOT 6

PLOT 7

PLOT 8

Street Scene 01



PLOT 26

PLOT 27

PLOT 30

PLOT 31

PLOT 32

PLOT 33

PLOT 34

Street Scene 02

Project: Howardian Centre, Cardiff

Date: 19/10/18

Drawing No: 2289-300-01

Title: Coloured Street Scene Elevations

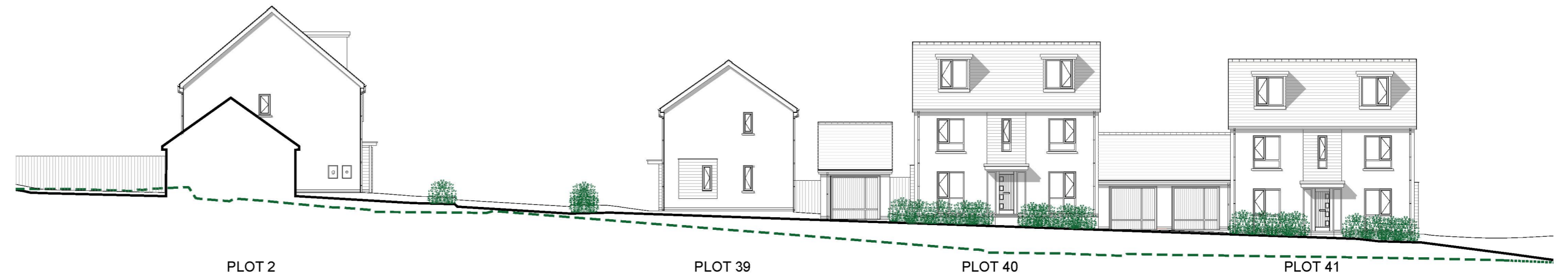
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Revision: -

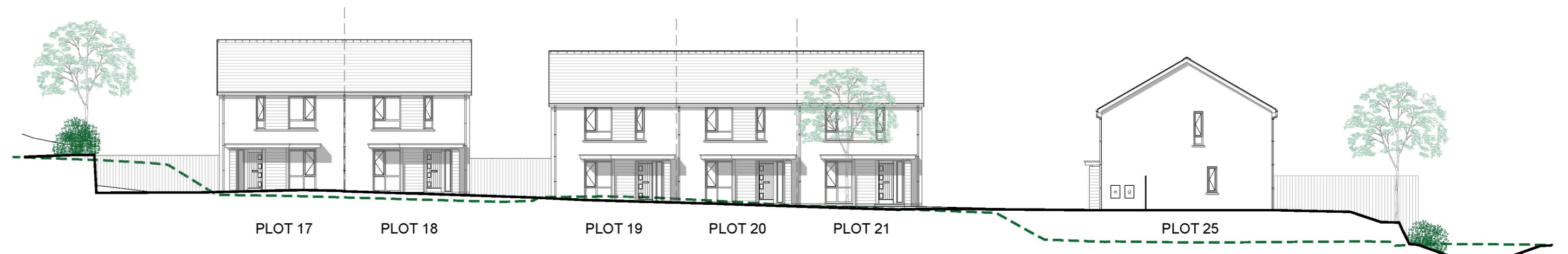
Wates

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Sectional Elevation A-A



Sectional Elevation C-C

Site Plan Key 1:1000



Sectional Elevation B-B

--- Existing Ground Level
 — Proposed New Level

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Project: Howardian Centre, Cardiff

Date: 05/12/18

Drawing No: 2289-310-01

Title: Site Sections

Scale: 1:200 @ A2

Revision: -



FRONT ELEVATION

SIDE ELEVATION



REAR ELEVATION

SECTIONAL ELEVATION

MATERIALS SCHEDULE

- 1 slate grey "Forticrete Gemini" roof tile or equivalent
- 2 buff clay multi facing brick
- 3 grey UPVC window
- 4 "Marley Cedral Click" cladding (see block elevation for colours)
- 5 reconstituted stone sills
- 6 blue engineering brick
- 7 cast stone facing masonry

Project: Howardian Centre, Cardiff

Date: 19/10/18

Drawing No: 2289-200-02

Title: House Type 4.2.1 Elevations

Scale: 1:100 @ A3

Revision: A

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FRONT ELEVATION

SIDE ELEVATION

MATERIALS SCHEDULE

- 1 slate grey "Forticrete Gemini" roof tile or equivalent
- 2 buff clay multi-facing brick
- 3 grey UPVC window
- 4 slate grey stained timber cladding
- 5 reconstituted stone sill
- 6 blue engineering brick
- 7 cast stone facing masonry



REAR ELEVATION

SIDE ELEVATION

Project: Howardian Centre, Cardiff

Date: 22/11/18

Drawing No: 2289-204-02

Title: House Type E Elevations

Scale: 1:100 @ A3

Revision: B

Wates

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LIVING

spring
design

COMMITTEE DATE: 23/01/2019

APPLICATION No. **18/02519/MJR** APPLICATION DATE: 26/10/2018

ED: **RUMNEY**

APP: TYPE: Full Planning Permission

APPLICANT: Wates Residential and Cardiff Council

LOCATION: EASTERN HIGH SCHOOL, NEWPORT ROAD, RUMNEY,
CARDIFF, CF3 3XG

PROPOSAL: FULL PLANNING APPLICATION FOR THE PROPOSED
RESIDENTIAL DEVELOPMENT OF 214 HOMES
COMPRISING 149 GENERAL MARKET HOMES AND 65
AFFORDABLE HOMES (WHICH INCLUDES A 44 BED OLDER
PERSONS' INDEPENDENT LIVING ACCOMMODATION
BLOCK) AND ASSOCIATED INFRASTRUCTURE

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the applicant entering a Unilateral Undertaking under **SECTION 106** for/**TOWARDS** the requirements specified in paragraph 9.1 of this report and subject to the following conditions:-

1. C01 Statutory Time Limit
2. This approval is in respect of the following plans and documents, unless otherwise amended by any other condition attached to this consent:
 - 099A Site Location Plan
 - 100G Proposed Site Plan
 - 101C Proposed Site Management Plan
 - 102A External Materials Layout
 - 110B House Type A - Plans & Elevations
 - 111B House Type C1 - Plans & Elevations
 - 112B House Type C2 - Plans & Elevations
 - 113B House Type D - Plans & Elevations
 - 114B House Type E - Plans & Elevations
 - 115B House Type F - Plans & Elevations
 - 116C House Type G - Plans & Elevations
 - 117B House Type K - Plans & Elevations
 - 118B House Type L - Plans & Elevations
 - 119D House Type P - Plans & Elevations
 - 120B House Type A1 - Plans & Elevations
 - 121B House Type A2 - Plans & Elevations
 - 122C House Type A3 - Plans
 - 125 House Type A3 - Elevations
 - 129B Over 55s Apartments - Ground Floor & First Floor Plans
 - 130D Over 55s Apartments - Typical Floor & Upper Floor Plans

- 131D Over 55s Apartments - Elevations
- 150 Single Garage - Plans & Elevations
- 151 Double Garage - Plans & Elevations
- 152 Garden Shed Details
- 153 Boundary Type A - 1800mm Brick Wall
- 154 Boundary Type B - 1800mm Close Boarded Fence
- 200C Street Elevations/Site Sections A-A, B-B
- 201D Street Elevations/Site Sections C-C
- 300A Street Sections & Plans
- 800C Street Scene 1 - Over 55s Apartments & Site Entrance
- 801A Street Scene 2
- 802 Street Scene 3
- Environmental Noise assessment Ref 7368/JA/BL
- Soil Management Plan December 2018
- RAL 321.01 07
- RAL 321.02 04
- RAL 321.03 02
- 18131 – C-300 Pumping Station Layout

Reason: To avoid doubt and confusion as to the approved plans.

3. Post demolition but prior to the commencement of the main construction phase of the development an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority. This assessment shall 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) 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;
- (ii) 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)
- (iii) 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 shall be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017).

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.

4. Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme shall 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 shall be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document 'Land Contamination: A guide for Developers' (July 2012),.

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

5. The remediation scheme approved by condition 4 shall be fully undertaken in accordance with its terms prior to the occupation of any part of the development. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

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

All work and submissions carried out for the purposes of this condition shall be conducted in accordance with DEFRA and the Environment

Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (July 2012).

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

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it 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 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 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 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

7. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the 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

8. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential

contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the 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

9. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.
Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.
10. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment (LDP policy EN10).
11. Prior to the commencement of development an Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan shall be submitted to the Local Planning Authority for approval and then be implemented as approved.
Reason: In the interests of the visual amenities of the area and biodiversity (LDP policy H6).
12. A soil scientist shall be appointed to oversee the soil handling and amelioration requirements and submit 6 monthly update reports to the Local Planning Authority from the commencement of soil handling.
Reason: To ensure satisfactory soils are being used in the successful establishment of the landscaping scheme required in the interests of the visual amenities of the area and biodiversity (LDP policy H6).

13. Prior to the commencement of development a landscaping scheme plan showing the below ground services for this development confirming that the landscaping scheme can be implemented as approved shall be submitted to the Local Planning Authority for approval and shall then be implemented as approved.
Reason: To ensure that the position of below ground services do not prejudice the successful establishment of the landscaping scheme required In the interests of the visual amenities of the area and biodiversity (LDP policy H6)..
14. Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority otherwise defective, shall be replaced in the first available planting season and to the specification shown on approved plans and in supporting documents.
Reason: In the interests of the visual amenities of the area (LDP policy H6).
15. Prior to the commencement any development a scheme (Construction Environmental Management Plan) to minimise dust emissions and minimise the impact on the highway arising from construction activities on site during the construction period shall be submitted in writing for approval by the Local Planning Authority. The scheme shall include (but not be limited to) details of site hoardings, site access and wheel washing facilities, a strategy for the delivery of plant and materials, construction staff parking, traffic management proposals and details of dust suppression measures and the methods to monitor emissions of dust arising from the development. The demolition and construction phases shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the demolition and construction phases.
Reason: To safeguard the amenity of nearby residents and highway safety (LDP policies EN13 and T5).
16. 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 to 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 (LDP policy EN9).
17. No clearance of trees, bushes or shrubs to take place between 1st March and 15th August 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.

18. In addition to the measures proposed to compensate for the loss of bat roosts caused by demolition of the main building 12 x bat boxes for crevice-dwelling bats, 6 x House Sparrow terraces, 12 x Swift Boxes, and 4 x double House Martin cups shall be installed on dwellings in accordance with a scheme submitted to and approved by the local planning authority prior to development commencing.
Reason: In the interests of bio diversity (LDP policy EN7).
19. Prior to development commencing a lighting scheme to demonstrate how light spillage onto retained and planted habitats which are of use for bats and bat boxes will be avoided, such that illumination of these habitat will not increase above 1.0 lux, or above currently existing light levels, whichever is greater, shall be submitted for the approval of the local planning authority and then be implemented as approved.
Reason: In the interests of bio diversity (LDP policy EN7).
21. No development shall commence on the houses or apartments until samples of the external materials have been submitted to the Local Planning Authority for approval and shall then be implemented as approved.
Reason: In the interests of the visual amenities of the area (LDP policy H5).
22. The colour of external meter cabinets on any principal elevation of a proposed dwelling shall match the colour of the windows of that dwelling.
Reason: In the interests of visual amenities (LDP policy H5)
23. Prior to development commencing details of any means of enclosure to the fronts of houses and around the apartment building shall be submitted to the Local Planning Authority for approval and then be implemented as approved.
Reason: In the interests of visual amenity and prevention of crime (LDP policies C3 and H5).
24. Prior to development commencing details of an entrance feature shall be submitted to the Local Planning Authority for approval and then be implemented as approved.
Reason: In the interests of visual amenities (LDP policy H5).
25. No development shall take place until a scheme showing the architectural detailing of the apartment building has been submitted to and approved in writing by the Local Planning Authority and the apartment building shall not be brought into beneficial use until the approved detailing has been implemented.
Reason: To ensure a satisfactory finished appearance to the

development (LDP policy H5).

26. Prior to the occupation of any of the dwellings details of the proposed benches and a programme for their installation shall be submitted to and approved by the local planning authority and then be implemented as approved.
Reason: In the interests of visual amenities and for the benefit of future occupiers (LDP policy H5).
27. Prior to development commencing on site details of existing and proposed ground levels and slab levels shall be submitted to the Local Planning Authority for approval and shall then be implemented in accordance with those details.
Reason: In the interests of the amenities of adjoining and future occupiers (LDP policy H5).
28. The 1.8m high fence along the western boundary shown on drawing RAL.321.01 date Dec 2018 shall be erected prior to development commencing on site.
Reason: In the interests of privacy and security (LDP policy C3).
29. Prior to development commencing on the apartments details of the means of enclosure at the entrance to the apartment car park shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented as approved prior to the beneficial occupation of any of the apartments.
Reason: In the interests of visual amenities (LDP policy H5).
30. Prior to development commencing on the apartments details of secured covered cycle parking shall be submitted for the approval of the Local Planning Authority and then be implemented as approved prior to the apartments being brought into beneficial use.
Reason: To encourage cycling as an alternative mode of transport and in the interests of health (LDP policies T1 and T5).
31. The highway alterations detailed in Figure 4.1 of the Transport Assessment, including the repositioning of the bus stop, shall be carried out prior to any dwelling being brought into beneficial use.
Reason: In the interests of safety and maintaining access to public transport (LDP policy T5).
32. Notwithstanding the submitted plans and prior to development commencing on site details of the final surfacing materials for roads, pavements and defining the edge of carriageway shall be submitted to and approved by the Local Planning Authority and implemented as approved.
Reason: To ensure the suitability of the final layer of road and pavement surfacing material (LDP policies T1 and T5).
33. The car parking areas to serve plots 1-4(inc), 12-16(inc), 51-54(inc),

64-67(inc) 96-101(inc) and 135-142(inc) shall be finished in block paving.

Reason: In the interests of visual amenities (LDP policy H5).

34. Prior to any development commencing details of a pedestrian link to Taunton Crescent shall be submitted to and approved in writing by the Local Planning Authority and then implemented prior to any of the dwellings being occupied for residential purposes.

Reason: To encourage safe and convenient pedestrian movements to and from this development (LDP policies T1 and T5).

35. Notwithstanding the approved plans and prior to development commencing on site details of a swept path review along with any minor revisions to the layout plan shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety (LDP policy T5).

36. Prior to any dwelling being occupied for residential purposes a signage scheme giving priority for cyclists at junctions along the cycle/pedestrian route adjoining the principal estate road shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved scheme.

Reason: In the interests of highway safety (LDP policies T1 and T5).

37. Prior to development commencing on site details of the means of maintaining a safe pedestrian link from Caer Castell Place to Newport Road, shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details, until the cycle/pedestrian route adjoining the principal estate road has been created linking Caer Castell Place to Newport Road,

Reason: In the interests of highway safety (LDP policies T1 and T5).

RECOMMENDATION 2 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

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

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

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

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

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

RECOMMENDATION 4 : No highways work can be undertaken without written agreement from the Council's S278 / S38 teams.

RECOMMENDATION 5 : The developer shall have regard to the consultation responses received during the processing of this application.

RECOMMENDATION 6 : Prior to the commencement of development, the developer shall notify the Local Planning Authority of the commencement of development , and shall display a site notice and plan on, or near the site, in accordance with the requirements of Article 12 of the Town & Country Planning (Development Management Procedure)(Wales)(Amendment) Order 2016.

RECOMMENDATION 7 : Warning: A European protected species (EPS) Licence is required for this development. This planning permission does not provide consent to undertake works that require an EPS licence. It is an offence to deliberately capture, kill or disturb EPS or to damage or destroy their breeding sites or resting places. If found guilty of any offences, you could be sent to prison for up to 6 months and/or receive an unlimited fine.

To undertake the works within the law, you can obtain further information on the need for a licence from Natural Resources Wales on 0300 065 3000 or at

<https://naturalresources.wales/conservation-biodiversity-and-wildlife/europea-protected-species/?lang=en>

1. **DESCRIPTION OF DEVELOPMENT**

1.1 The applicant has previously described the approach to the overall approach for the HPP (now called Cardiff Living) as follows:-

The aim of the HPP is to build around 1500 mixed tenure, energy efficient, sustainable and high quality homes across 40 Council owned sites within Cardiff. Sites vary in size from a few dwellings to almost 300. Overall, the programme will provide 40% affordable homes across the portfolio of sites with the remaining dwellings being placed on open market sale. The HPP will be delivered in three phases, within a period of 10 years and to the following key principles:

- A high level of energy efficiency in all homes and tenures that will assist with tackling fuel poverty through a fabric first approach.
- A tenure-blind, high quality of design and architectural standard.
- A high standard of urban design and place making.
- Sustainable communities by creating well connected and inclusive developments.
- High quality building standards and specifications for the affordable units.

1.2 The proposal is for a total of 214 dwellings. 30% would be affordable comprising 35 x one bedroom flats, 9 x two bedroom flats, 8 x two bedroom houses 9 x three bedroom houses and 4 x four bedroom houses. The open market housing would comprise 20 x two bedroom houses, 92 x three bedroom houses, 28 x four bedroom houses and 9 x five bedroom houses.

1.3 The apartment block would be part five and part four storey in height finished in off white concrete with smooth red engineering bricks for the plinth and green feature tiles. It would be located towards the front of the site separated by the new estate road and a band of existing and proposed planting from Newport Road i.e. a distance of 35m. The apartment building would accommodate 44 flats, 2 residents' lounges, activity rooms, guest suite, health suite, laundry, kitchen, rooms for manager and staff; refuse stores, store for 13 buggies, reception/lobby, plant room and two lifts. The apartments would be dual aspect with each one having a front balcony. A rear landscaped courtyard overlooked by rear open corridors to the apartments is proposed. In addition amenity areas to the front and side of the building as it turns the corner with the estate road are proposed. There would be a court yard parking area to the rear of the apartments for 26 spaces which would be screened by a solid structure from the estate road.

1.4 The houses would be built as 10 terraces comprising a variety of four, five and six dwellings, 39 pairs of semi-detached dwellings and 47 detached houses are proposed. 10 of the houses would be three storey and 25 would be 2 1/2 storey and the other houses would be two storey.

- 1.5 The houses would have walls of Winerberger Highfield Cream brickwork with contrasting red brick panels. The house roofs would be finished in brown or grey tiles. The window frames would be grey
- 1.6 Over 100 trees are to be planted within the site. Over 70 would be semi-mature trees along with numerous extra heavy and heavy standards and woodland planting mix.
- 1.7 An amended vehicular access is proposed at the vehicular entrance to the former school, which will serve as a single vehicular access onto Newport. A new pedestrian access onto Newport Road is proposed and the pedestrian route that runs from Caer Castell Place will be brought within the site and link to Newport Road.
- 1.8 Swales will run alongside the main estate road within a linear park. Two areas are to be used at the southern and eastern corner of the sites as open space and detention basins. Benches are to be incorporated within these areas to take advantage of the views over the Bristol Channel. The eastern area will also incorporate a pumping station, with the only part visible is the switch gear kiosk.
- 1.9 Where means of enclosure adjoin public positions 1.8m high facing brick walls are proposed. Between the sides and rears of dwellings not adjoining public positions 1.8m high close boarded fencing is proposed.
- 1.10 The Landscape Layout Plan specifies that the timber fence on top of the retaining wall along the boundary with Caer Castell is in good condition and will be retained with repairs. The hedge along the western boundary will be cut back a new close boarded fence 1.8m high will be installed and planted within. The boundary with St Illtyds Catholic School will be a planted hedgerow.
- 1.11 The application has been accompanied by a DAS, Planning Statement, PAC, Archaeology Desk Based Assessment, Arboricultural Report, Preliminary Ecological Appraisal, EP1 Update, Bat report, Drainage Strategy, Phase One Desk Study, Phase 2 Geo-Environmental and Geotechnical Ground Investigation, Green Infrastructure Statement, Landscaping Layout, Transport Assessment, Noise Assessment and Air Quality Assessment.

2. **DESCRIPTION OF SITE**

- 2.1 The site is 6.4 ha in area and irregular in shape. The site is generally level with a gradual fall from north to south and a steeper fall in the southern corner. There is an existing high retaining wall with the dwellings in Caer Castell, which are at a markedly lower level than the application site.
- 2.2. There is one vehicle access point into the site located in the north west corner off Newport Road. There is one pedestrian route along the eastern boundary from the end of Caer Castell to Newport Road. There is a bus stop at the access to the site and another bus stop on the opposite side of Newport Road.
- 2.3 There are a number of trees along the frontage with Newport Road. There are

individual trees close to or adjoining the site frontage and a group of trees in the south west corner of the site. Three of these frontage trees are of moderate value, five of the trees and the group of trees are of low value and one tree has been identified in the Tree Constraints Plan as requiring removal.

- 2.4 To the north of the site is Newport Road and beyond that housing, to the north east are St Illtyd Catholic High School and associated playing fields and an ancient monument, to the south east and south west there is residential development.
- 2.5 The application site was formerly occupied by the former Eastern High School and associated playing fields. Demolition of the school was well advanced at the time of the officer's site inspection.
- 2.6 An area of 0.74ha fronting Newport Road and next to the Catholic School is identified for retail purposes but is not part of this application nor has a planning application for such a use been submitted. (The layout plan shows a reserved pedestrian link from the application site to the potential future retail area).

3. **PLANNING HISTORY**

- 3.1 17/02286 Prior Demolition approval for Eastern High School.
- 3.2 Earlier applications were in respect of educational purposes.

4. **PLANNING POLICY**

- 4.1 It is considered that the following LDP policies are relevant to this application:-

KP1, KP3(B), KP5, KP6, KP7, KP8, KP14, KP16, KP17, H3, H6, EN6, EN8, EN9, EN10, EN13, T1, T5, T6, C1, C3, C4, C5, C6, C7 and W2

- 4.2 It is considered that the following SPGs are relevant to this application:-

- SPG Planning for Health and Well Being
- SPG Managing Transportation Impacts (Incorporating Parking Standards)
- SPG Residential Design Guide
- SPG Affordable Housing
- SPG Ecology and Biodiversity
- SPG Planning Obligations
- SPG Protection and Provision of Open Space in New Developments
- SPG Green Infrastructure
- SPG Trees and Development
- SPG Soils and Development
- SPG Infill Sites
- SPG Waste Collection & Storage Facilities
- SPG Tall Buildings Design Guide
- SPG Archaeology and Archaeological Sensitive Areas

4.3 Planning Policy Wales issued in December 2018 (edition 10)

5. **INTERNAL CONSULTEE RESPONSES**

5.1 Contaminated Land state:-

I would like to provide comments in relation to potential contaminative issues on behalf of SRS: Environment Team:-

The following information was submitted as part of the application:
Wardell Armstrong, October 2017; Phase 1 Desk Study Report Ref: CA11255 RPT-002

Wardell Armstrong, November 2017; Phase 2 Geo-Environmental and Geotechnical Ground Investigation. Report Ref: CA11255/1 RPT-002

The above information includes a ground gas assessment that has identified no significant risk from ground gases at the site. An area of sub-surface relict soil has been identified, with the potential for ground gas generation. However the proposals within the report are for the delineation and removal of this material. This will remove the associated risks to the development.

The above information includes a contamination assessment which indicates generally no cause for concern. However, the assessment was limited spatially by existing structures. An isolated exceedance of lead was also identified. Post demolition supplementary sampling and assessment is required to ensure there are no significant contaminants on site and to robustly determine whether remediation is required. Amended conditions are recommended in relation to this, along with the standard remediation validation condition.

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.

Shared Regulatory Services would request 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:

CONDITIONS

Post demolition but prior to the commencement of the main construction phase of the development 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) not required
- (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 / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017), 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.

Post demolition but prior to the commencement of the main construction phase of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be

conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017),, 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.

The remediation scheme approved by condition x (PC14B above) 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 / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017), 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 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.

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.

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.

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.

ADVISORY/INFORMATIVE

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

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

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

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

5.2 The Tree Officer states:

TREE PROTECTION

To implement development it will be necessary to remove just one group of trees that attain 'B' categorisation (G5). The loss of this group is more than offset by replacement planting.

Tree 15 and the trees on the NE boundary whose Root Protection Areas (RPAs) impinge upon the site, may be vulnerable to damage through the construction of a joint use cycle path and a car-parking space in the case of T26. Retained trees generally may be vulnerable to damage from landscaping works (changes of level, ripping, rotovation etc.). These matters require consideration and should inform design including the production of an Arboricultural Impact Assessment (AIA), Method Statement (AMS) and Tree Protection Plan (TPP).

Indirect damage to retained trees may result through impacts on branches and this should be addressed via the AIA, AMS and TPP.

In the absence of details concerning services, including drainage, I cannot confirm that there will not be conflict between retained trees and the location of services. This relationship should be clarified as soon as possible to give comfort in this regard.

I foresee potential over-dominance issues in relation to tree groups G1-4 inclusive and G8 (including all the individual trees located within G8). Case experience suggests that the issues to be concerned with are loss of light, tree safety and the fall of organic matter. Tall, spreading trees close to dwellings or looming over gardens can be oppressive or create anxiety in the minds of those that live close by. This is not a trivial issue and can result in serious emotional distress in some cases, particularly where the owners are elderly or have young children. The light issue is not simply a case of shading, it can be associated with the sheer physical presence of a large tree, and this can have a psychological impact, whether or not there is gross shading. Given these considerations, the design of development should focus on maximising clearances between large species trees and dwellings/gardens and 'incidental' areas of soft and hard landscaping on property frontages, that can be vulnerable to being covered with hard-standings, may in some cases need to be 'sacrificed' to give this clearance – the volume of vegetated soil protected to benefit sustainable drainage, carbon storage etc., should increase as a consequence, though there would be more dwellings facing directly onto the highway. The project arboriculturist should work with the layout designer to identify locations where conflict may be most significant and work to agree amendments as appropriate.

LANDSCAPING

I would refer the applicant's team, in particular the Landscape Architect, to our Green Infrastructure SPG, and especially the Trees and Development and Soils and Development TGNs, for advice on the design and specification of tree planting and soils.

Based on the Geotechnical report it appears that the site will support a valuable, re-usable soil resource for landscaping purposes. I concur with the Geotechnical reports recommendation that a Soil Resource Survey (SRS) and Plan (SRP) should be prepared and note that Wardell Armstrong have previously produced such, and it would make great sense for there to be close liaison between the site groundworks team, geotechnical team and soil scientist, to ensure that the maximum volume of soil that is suitable in both human and plant health terms, is utilised appropriately as part of site landscaping. The SRS and SRP should be a key document informing the landscape design and specification, and without this, species lists and planting specifications can only be considered illustrative. Our Soils and Development TGN gives further advice on this topic.

It is essential that landscaping is designed with regard to service constraints,

existing and proposed, and including drainage, to ensure there is no conflict. Comfort is required in this regard, and with regard to the location of lighting and CCTV to ensure there is no conflict with landscaping.

In general terms there are far too many trees proposed and their depiction on plan is realistic only in terms of the immediate post-planting scene, whereas what should be depicted is the trees at their predicted mature spread, so that we can be certain there will not be gross mutual suppression or over-dominance problems.

Planting positions should respect the clearance distances from structures, paths etc., as per BS 5837:2012 Table A.1.

Staggered tree planting arrangements are preferred to highly linear arrangements, since they reduce mutual suppression, break up wind-tunnel effects, reduce 'canyon' effects and allow for greater diversity. Staggering can be achieved via the positioning of trees or by use of trees of different size and form.

Tree spacing should be based on ultimate spreads and proximity to dwellings, to avoid mutual suppression and over-dominance. The only exception to this would be where it is desirable to group plant quick-growing early successional, pioneer trees such as birch or alder, and in these cases there will need to be a medium-long-term plan to replace such groups with larger, longer lived late successional trees.

Trees planted as part of SuDS/rain gardens should be tolerant of alternately wet and dry soil conditions, and I give *Acer rubrum*, *Acer x zoeschense*, *Alnus x spaethii*, *Gleditsia triacanthos* 'Imperial' & 'Draves Street Keeper', *Liquidambar styraciflua*, *Quercus bicolor* and *Quercus palustris* as examples of trees that may be useful in this context.

A mix of native and non-native trees as per the submitted schedule is supported, but the schedule should be refined dependent on space above and below ground and likely tolerance of the growing environment. I refer the applicant to the species list in our SPG and the Trees Design and Action Group Guide to Species Selection for Green Infrastructure.

Each individual tree should be annotated to confirm its species and to enable an assessment to be made concerning its suitability for the location in question.

Single species avenues should be avoided to prevent visual monotony and avoid catastrophic pest and disease outbreaks, though I strongly support the use of the proposed *Tilia tomentosa* 'Brabant', where root available soil volumes exceed 30m³ for free standing trees and 20m³ for trees in continuous shared soil volume. This tree is upswept but will require spacing at minimum 10m, preferably 12m centres to avoid gross mutual suppression in the longer-term. The *Tilia* should not be used alone though, and alternative street trees should be considered to define different characters to different streets. Examples include *Acer x zoeschense*, *Alnus x spaethii*, *Celtis australis*, *Eucommia ulmoides*, *Ginkgo biloba*, *Gleditsia triacanthos* 'Imperial' & 'Draves

Street Keeper', *Pinus sylvestris*, *Platanus orientalis* 'Minaret', *Quercus bicolor*, *Quercus frainetto* 'Trump' and *Quercus petraea*.

The tree species schedule is notably lacking in evergreens, and consideration should be given to the use of trees such as *Arbutus unedo*, *Ilex aquifolium* 'J.C. Van Tol' and *Ligustrum japonicum* and *Ligustrum lucidum* to provide year round foliage and to intercept rainfall and pollutants year round.

Trees should not be planted where they will over-dominate dwellings or present a risk to highway or other infrastructure. Where trees are planted in constrained or hard landscaped environments, they must have access to secondary rooting zones so that roots are baited away from infrastructure and do not circle in the planting hole. Whilst the use of structural soil as depicted for tree planting in hard areas is not completely objectionable, it is only supported where it can be applied at large volumes in a continuous corridor, where its installation is overseen by the manufacturer to ensure correct application, particularly compaction, and where the tree species will be well-suited to the characteristics of the soil as evidenced by a breakdown of its composition, characteristics and performance, as provided by a soil scientists analysis. Un-compacted site won or imported soils as appropriate, and back-filled into load-bearing, open-structured soil cells (e.g. 'RootSpace', 'Silva Cell 2') are likely to be more cost effective, especially for smaller areas, and since they offer more 'nutritious' volume per unit volume than structural soil, their application may be much less extensive than structural soil to bring the same or improved benefits. Products such as 'RootSpace' are also advantageous in that they incorporate an 'air-gap', allowing good gas exchange that is further improved by aeration/irrigation inlets that link to the cell. The use of structural soil/cells will need to be considered for trees in constrained positions such as verges between car-parking, unless a viable alternative can be presented. Wherever possible, structural soil or cells should be used as a link from the tree planting hole to adjoining areas of soft landscape such as gardens.

Tree pits should be depicted not only in section, but plan view, with the latter showing the root available soil volume (i.e. the tree pit) per tree. Where soil cells are used, the product supplier should assist in the drawing up of site specific details.

A full topsoil and subsoil specification should be provided for all planting types, based on the SRS and SRP. Specialist manufactured soils may be required for SuDS areas where there is likely to be alternately very wet and very dry conditions and a soil scientist should be consulted in order to draw up suitable specifications in this regard.

Tree planting should accord with current best practice in Arboriculture, as exemplified by BS 8545:2014, the International Society of Arboriculture, Trees, Design and Action Group, and Urban Tree Foundation. In this regard, and with regard to the Green Infrastructure SPG, the following principles should be adhered to and made clear in sections and specifications: -

- No tree should be accepted for planting until it has been shown via a nursery inspection and inspection on delivery, to be compliant with BS 8545:2014 (see Table 1, p.21 of this Standard).
- No tree should be planted until the soil it is to be planted in has been found fit for purpose in accordance with an approved Soil Resource Survey and Plan.
- Planting holes should be no deeper (typically a few cm shallower) than the root-ball, but at least twice the root-ball diameter and with gently sloping, scarified sides.
- The settled level of the root-ball should mean that the top surface of the root-ball and the root-flare is clearly visible at the surface (deep planting is very common and the submitted soft and hard landscape tree pit sections depicts deep planted trees).
- For trees of EHS and above, the root-ball should sit on a minimum 150mm deep cushion of horticultural grade sharp sand (the bigger the tree, the deeper the cushion) to minimise compaction forces transferred to subsoil. Specification attached.
- The base of the planting hole should be undisturbed unless there are drainage problems, in which case a soil scientist and drainage engineer should be consulted to specify a case specific solution (do not specify a clean stone soakage layer as a matter of course).
- The root-ball for any container(ised) trees that are planted (not proposed but such changes are not infrequent), shall be subject to shaving as per the attached detail prior to planting.
- All synthetic wrappings and thick, galvanised wire should be removed from root-balls before planting.
- Perishable root-ball wrappings and thin, non-galvanised wire should be removed from root-balls where the ball is cohesive. Where the root-ball soil is not cohesive and this is not a consequence of poor root development (if it is the tree should be rejected), retain the wrappings until the tree is in position, then cut and peel them back to one-third root-ball height, removing the peeled back parts.
- The soil profile for tree planting should comprise 300mm topsoil over a minimum 600mm subsoil. Topsoil must not be 'dipped' to envelop root-balls. Excessive topsoil depths increase the risks of anaerobism as there may be insufficient supply of oxygen to meet the demand of organisms at depth. This profile must continue for the full extent of tree pits, but where there will be shrubs only, may adjust to 300mm over 300mm and grass only, 150mm over 150mm. If cells are used the profile shall be determined dependent on how many layers of cells are used and how the cells marry in with surrounding soils.
- No ameliorants (fertiliser, compost) should be back-filled unless soil analysis demonstrates the need, and composts should be worked in no deeper than 150mm.
- The mulch circle should be a minimum 1m radially, of 50mm depth, but tapering to 25mm over the root-ball surface and not built up around the root flare. Mulch shall be maintained for a minimum 3 years and trimmer guards fitted where this operation will form part of the maintenance package.

- Stake supports should be triple as a default, particularly for larger stock, and set as an arrowhead with x2 to the windward (SW) side, using untreated timber and hessian nature-ties. The stakes should project no more than one-third tree height.
- All trees shall be subject to an irrigation plan prepared in accordance with the guidelines in BS 8545.
- All trees shall be subject to formative pruning in accordance with BS 3998:2010 as appropriate.

All landscaping implementation must be overseen by a landscape architect who reports to the LPA on successful completion of each stage.

In terms of green corridors, there is a notable lack of such on the SE boundary, though large trees are not likely to be appropriate here as over-dominance issues will arise, smaller native trees and hedging would be appropriate in defining the rear boundaries.

And further states:

My advice with regard to planting with regard to SuDS suitability has not been taken on board, so I have been obliged to add 'sticky notes' requesting amendments as appropriate.

Monoculture planting is still a feature of the design to an excessive extent and I have added sticky notes recommending changes as appropriate.

I note that the final design of swales/rain gardens will be subject to the engineers input. I understand this but am unclear why such design is not forthcoming at this stage? It is important that the engineering elements do not compromise the proposed planting.

I note that the landscape details submitted are not the full planting plans, but would stress that it would not be acceptable for full planting plans to be submitted later in the planning process that downgrade the spaces shown for planting to date.

Mulch circles should be 1m radially and taper to 25mm over the root-ball surface.

Biodegradable root-ball wrappings and cages should be removed where root-balls are cohesive, but where root-balls lack cohesion due to soil texture (not defective root-balls which should be rejected) the biodegradable wrapping and cage may be retained until the tree is in position, then cut back to one-third root-ball height.

Root-ball shaving should be undertaken to container(ised) trees so that if there is a dense mat of roots at the outer edge trending down or circling, the outer 1 inch of the ball is shaved off (including the top surface if roots are matted and obscuring root-flare) with a sharp tool to leave clean wounds and roots that will develop laterally.

And in respect of the soil report states:

The report is very clear, informative and comprehensive. The only element that I can't find is provision for the soil scientist to oversee implementation of the soil handling, amelioration and placement requirements and report to the LPA periodically to update us on progress. Such has proved very effective on HPP sites and currently on some of the large strategic sites. I should be grateful if provision for such site monitoring and reporting can be made within the report.

5.3 Neighbourhood Services Officer states:

Noise Comments

ROAD TRAFFIC NOISE

I have examined the Environmental noise assessment that was prepared by Acoustic consultants limited dated 24th October 2018 (Reference 7368/JA/BL) that was carried out at the request of my colleague Mrs Rebecca Williams in her memorandum dated 22nd June 2018 concerning planning application PA18/00062/MJR.

I would urge the developer to look at the design of the over 55's assisted living apartments and other properties closest to Newport Road and change the layout to have the bedrooms facing the site and the kitchens, bathrooms and living rooms facing the Newport Road.

The change of layout should take place bearing in mind the comments about the bedrooms facing Newport Road. Please can you confirm the situation about the layout of the rooms to our team.

Notably, the developer must ensure that the mitigation measures for the bedrooms facing Newport Road on page 14 of the above report are carried out.

The external wall building construction on page 15, the roof structure on page 16, the window construction on page 16 and the ventilation mitigation measures on page 17 from the acoustic report advice must be carried out by the developer.

Mrs Williams also requested that the noise assessment include reference to the existing High School adjacent to the site (St Iltyds) and the fixed plant at the high school and on the proposed new retail site. I have not seen any reference to these aspects in the noise assessment that has been carried out.

Also, I have not seen a floodlighting scheme or a CEMP (as requested in Mrs Williams' previous memo) on the planning portal. If they have carried them out please can you direct me to them. I will comment on these aspects once I have heard back from you.

Once I have received information relating to plant and background levels I will look at delivery times, plant noise, opening times of the retail units and any kitchen extraction units in the retail units.

And further states:

Thank you for sending me the further noise report that was carried out by Wates in December 2018. I have noted that they have not undertaken any further noise monitoring in relation to the impact that the school may have on the proposed residential properties, however, that they have carried out a modelling exercise. They have concluded that the noise from the school will be controlled to acceptable levels. Therefore, I will accept their conclusion regarding the school. The predominant noise is the Newport Road.

However, my comments regarding the design and the mitigation measures that the developer must adhere to remain the same.

I note that the retail unit noise impact is out of scope for this planning application, however, it must be considered if the retail units are built in a future planning application.

I still have not seen any floodlighting schemes. If the developer is planning to include any lighting in this scheme the effects of it need to be considered.

5.4 The Waste Management Officer states

Houses – 170 dwellings

Current site plans do not make it clear where waste will be stored. Please amend the site plans to clearly indicate the waste storage arrangements for houses.

The storage of the bin provision must be sensitively integrated into the design. Preferably these need to be stored within the rear gardens, with direct external access to the kerbside. Alternatively, waste can be stored at the front of the property, if effectively screened from the highway.

I have noted the proposed collection points for plots 135-142 and these are acceptable. I suggest the waste and recycling is stored within the curtilage of the properties and moved to these points on collection day.

Each property will require the following for recycling and waste collections:

- 1 x 140 litre bin for general waste
- 1 x 240 litre bin for garden waste
- 1 x 25 litre kerbside caddy for food waste
- Green bags for mixed recycling (equivalent to 140 litres)

Apartments – 44 dwellings

The refuse storage area, shown in the site plans, has been noted, however seems to have inadequate space to store the recommended amount of bins. Site plans need to show the full bin provision, as specified below, can be accommodated within the store, with sufficient space around each receptacle (0.2m on all sides, 0.5m at the front of bulk bins to allow the lifting of the lid).

For a fortnightly collection please ensure the refuse storage area is large enough to accommodate the following recommended provisions for 44 apartments:

Dry Recyclables:	6 x 1100 litre bulk bins
General waste:	6 x 1100 litre bulk bins
Food Waste:	3 x 240 litre bin
Garden Waste:	1 x 240 litre bin

If fewer bins would be preferred, additional collections can be paid for with the Commercial Team within the Council, provided alongside the free domestic collection.

Please submit amended site plans to show the bins can be suitably accommodated and advise the frequency of collections.

Please note, the collection method utilised by Cardiff Council will likely change in the near future which could result in different/more receptacles being required for the storage of waste between collections. In light of this, the bin store areas should allow a degree of flexibility in order to be able to adapt to potential collection changes.

A designated area for the storage of bulky waste is now a compulsory element of all communal bin stores. The City of Cardiff Council offers residents a collection service, for items which are too large to be disposed of in general waste bins (i.e. fridges, televisions, mattresses etc.). There must be a designated area where these items can be left, with appropriate access to allow Council collection crews to remove. This area will prevent unwanted waste being left in the communal bin store or other areas, thereby improving the aesthetics of the site.

Ideally communal bin stores should have double doors that open outward. Surfaces should be smooth and impervious to permit cleaning and the floor must be laid to create suitable drainage. Adequate artificial lighting must be provided and good natural ventilation if completely enclosed.

The developer is advised; as bulk containers are specified for this development, access paths to the kerbside for collection should be at least 1.5 metres wide, clear of obstruction, of a smooth surface with no steps. Dropped kerbs should also be provided to ensure safe handling of bulk bins to the collection vehicle.

Access

Vehicle tracking has been noted and is acceptable.

All road surfacing must have suitable foundations to withstand the weight of a refuse collection vehicle (27 tonnes). Block paving is not appropriate as it can break/sink over time, particularly where vehicles are manoeuvring.

Waste will not be collected from private driveways/roads, therefore collection points may need to be set up for properties at the end of cul-de-sacs refer the agent/architect to the Waste Collection and Storage Facilities Supplementary Planning Guidance (2016) for further relevant information. www.cardiff.gov.uk/wasteplanning

Litter Bins

The main pedestrian routes should include regular litter bins to prevent dog fouling and other litter as a result in the increase footfall. This will help to maintain the environmental quality of the area at a high standard.

When located on private land litter bins must be serviced and maintained privately.

When located on public land the specification and location must be determined by Cardiff Council to ensure consistency with existing bins and accessibility for collections.

Section 106 monies

The following financial contributions for Section 106 monies will be required:

Cost of Bins are as follows:			
Type of dwelling	Qty	Cost	Total Cost
No of houses	170	60	£10,200.00
Flats			
Bins	Qty	Unit price	Total Cost
1100 bins @ £468	12	468	£5,616.00
660 bins @ £360	0	360	£ -
240 bins @ £30	4	30	£120.00
		Total for flats	£5,736.00
		Total cost	£15,936.00

Areas of high footfall will require litter bins. Details of proposed litter bin locations should be included in the Reserved Matters application. The unit cost for the Council to install and maintain a litter bin is £420.

General Comments

The kitchens should be designed to allow the separation of waste into three waste streams; general, recycling and food waste, in order to encourage the correct disposal of waste.

Please refer the agent/architect to the Waste Collection and Storage Facilities Supplementary Planning Guidance for further relevant information.

5.5 The Air Quality Team states:

I have reviewed the Air Quality Assessment (AQA) submitted in accordance with the referenced planning application 18/02519/MJR. The AQA has been undertaken in line with the agreed scope of works and adopts best practice guidance to demonstrate conservative outcomes.

The AQA examines the operational air quality impact derived by additional traffic movements generated by the proposed development, and confirms a negligible impact to baseline air quality levels at all selected sensitive receptor locations.

I am in agreement with the conclusions made by the report and therefore on the grounds of air quality have no concerns.

5.6 The Ecologist states:

I have considered the Preliminary Ecological Appraisal, and its update, which identify the likely presence of ecological receptors within or near the site that could be subject to adverse effects arising from the proposed development, together with the Green Infrastructure Statement and the Bat Report dated August 2018. On this basis I have the following comments on this application, which are made without prejudice to any further comments that I may make in the light of any new information or of alterations to the plans as submitted.

Bats

Bats were detected in the main building of this site, and I accept the conclusion that this represents a low-risk case in accordance with the NRW Approach to Bats and Planning Good Practice Guide 2015. Therefore there is no need to obtain the view of NRW as to whether they would subsequently be likely to grant an EPS derogation licence, provided we secure the mitigation measures set out in a suitable bat survey report. The submitted bat survey report (Wardell Armstrong – August 2018) is satisfactory in my view, and all of the mitigation measures as set out in sections 4.3, 5 and 6 of that report should be secured by planning condition, if they have not already been implemented. The reason for any such condition would be for the protection of bats, which are European Protected Species, in accordance with regulation 9 of the Conservation of Habitats and Species Regulations 2017.

Green Infrastructure

I welcome the submission of the Green Infrastructure Statement which summarises the vegetation resource and the impacts upon it. I am pleased that in this instance the GI resource of the site has been used to produce a plan of the potential GI enhancement opportunities, which in turn has generated a strategic GI plan which incorporates not just ecology and biodiversity but also recreation, trees, SuDS and landscaping

Nesting Birds

Condition: No clearance of trees, bushes or shrubs to take place between 1st March 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 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.

Lighting Scheme

A lighting scheme should be required by planning condition which should demonstrate how light spillage onto retained and planted habitats which are of use for bats will be avoided, such that illumination of these habitat will not increase above 1.0 lux, or above currently existing light levels, whichever is greater. The lighting scheme should make reference to features such as bat boxes installed in houses as below, so that it is clear that the entrances to these features are not illuminated by artificial light.

Enhancements

A new statutory duty as set out in section 6 of the Environment (Wales) Act 2016 has been introduced which requires public bodies such as Cardiff Council to seek to maintain and enhance biodiversity, and in doing so to promote the resilience of ecosystems, in the exercise of their functions. This is reflected in LDP policies such as EN6 and EN7, and PPW section 5.2.8, which refer to the need to enhance biodiversity in the planning process. In this instance I would say that an appropriate provision would be:-

- 12 x bat boxes for crevice-dwelling bats, and
- 6 x House Sparrow terraces, and
- 12 x Swift Boxes, and
- 4 x double House Martin cups

With the model and location of these features to be determined by the applicant's ecological consultant. Please note that these are enhancement measures, which are therefore in addition to any measures proposed to compensate for the loss of bat roosts caused by demolition of the main building.

Repeat Surveys

As a general principle, survey work which is more than 2 years old will be regarded with caution, as certain species may colonise or leave an area in the interim period. This is particularly the case with mobile species such as bats, and bat surveys greater than 2 years old will have to be repeated. A planning condition should be attached stating that bat surveys should be repeated if works which may affect the species concerned haven't taken place within two years of the date of the most recent survey:-

Condition: If site clearance in respect of the development hereby approved

does not commence within 2 years from the date of the most recent survey for bats, the approved ecological measures shall be reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned to i) establish if there have been any changes in the presence and/or abundance of bats and ii) identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised, and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

Reason: To ensure that the assessment of the impacts of the development upon the species concerned, and any measures to mitigate those impacts, are informed by up-to-date information.

If demolition of all buildings has already taken place, then please disregard this condition.

- 5.7 The Regeneration Team originally requested a contribution for community facilities but this has been superseded by the Housing Development Manager's comments at paragraph 5.11 of this report.
- 5.8 The Transportation Officer submitted initial comments that were shared with the applicant who provided additional information with revisions to his Transportation Assessment. Where the Transport Officer has indicated that the matters he originally identified have been addressed they have not been reproduced in his comments below which have been updated to incorporate his subsequent comments.

Site access

- It is considered that adequate details have been submitted by the applicant as to why the access has been chosen.
- The proposed highway access is at the north-west corner of the site, in the same position as the school access. This would undergo some amendments (including the removal of the bus stop), and a refuge island/pedestrian crossing location is to be provided to the west of the junction, as requested at pre-app stage. The general principle of the proposed access is satisfactory but the following points should be noted/addressed.
- Link to be shown to the north-west of the new pedestrian crossing across the parkland, connecting with the footway that leads to Taunton Crescent.
- Add to the description of the table, "and other ancillary equipment as required" or similar.
- In order to avoid non-resident parking on the first part of the access road, it is recommended that double yellow parking restrictions be implemented. Whilst these would ultimately require a and would extend beyond that currently shown.

- A planning condition and S278 agreement would be required for the new access.
 - The existing footway on the eastern boundary of the site that runs between Newport Road and Caer Castell Place is to be diverted through the site and run as a 3m shared cycleway connecting with the existing signalled crossing. This is acceptable in-principle although no pedestrian connection between the site (near plot 162) and the retail area is shown and this should be added (the Site Management Plan should be amended to show a strip of Adoptable Highway immediately north-east of plot 162). The route and width of the cycleway should be more clearly marked on a plan.
 - During the pre-app process it was proposed that the former footway link from the south-west of the site to Manorbier Crescent would be re-opened to provide pedestrian/cycling linkages. However, the submitted application is not proposing the link is opened, as a result of crime/safety issues emerging during the public consultation process. In sustainable transport terms this is disappointing, as it adds significant journey times from residents of Manorbier Crescent wishing to access the retail facility, or for schoolchildren in the west of the site accessing Greenway Primary School.
-
- On-site issues and Layout
 - Further details on the nature/surfacing of the on-site roads and footways should be supplied e.g. it appears that only narrow strips are proposed in places rather than 2m footway (64-73, 154-159), speed tables or calming seems to be proposed in places, but there are no details.
 - It is apparent that for the western and eastern 'loop roads' within the site, only a 4.5m carriageway is proposed with the roads being designated as 'shared surfaces' (though a small upstand is proposed), with a 2m and 1.2m 'footway' beyond the running carriageway. This information may have been indicated to the applicant's team at a Former Llanrumney High School meeting, although each site needs to be considered on its merits, and any carriageway/footway area widths need to be provided according to safety and accessibility criteria. In order to reach an acceptable position on the proposed form of internal roads further swept path assessment is required (see below). Notwithstanding the results of this it is suggested that on the western loop the 2m footway is placed on the inner side of the road (i.e. adjacent to plots 63-73), not the outer.
 - It is assumed that a 'shared surface' is proposed for the whole of the roads within the site, except the primary road up to plot 125, although this should be more clearly set out. If this is the case this would leave a small stretch of 'standard' carriageway between the two western loop junctions, and it is not considered it would be worth returning to this normal carriageway for such a small section and thus it may be better for the 'shared surface' type highways approach to apply everywhere apart for on the main access road as far as plot 25. The DAS (Section 2.3) refers to Primary/Secondary/Tertiary Streets and describes dimensions and coverage within the site, but there is a discrepancy between the descriptions and diagram plan, in comparison with the actual layout e.g. Secondary Streets are described as having a 2m footway and 3m cycleway, whereas the Secondary Routes in the diagram are coincident with the

western and eastern loop roads (with dimensions as above). In addition the cross-sections in the DAS do not show dimensions.

- The exact specification of the primary road and north-south cycle route will need to be determined (including issues such as build-outs, location of trees, and priority at access junctions), although given the space to the east of the proposed alignment it is considered there is room for amendments to be accommodated, and this specific element could be conditioned.
- At a number of locations the access roads are not drawn with smooth curves and this should be amended on a revised layout, which will then allow an accurate swept path assessment
- Cycle parking will need to be provided at a minimum amount of one space per bedroom, and will need to be secure, covered and accessible. For a number of the dwellings it is not clear as to how acceptable cycle parking can be achieved (e.g. 12-16, 84-95). Further details on cycle parking should be provided, including for the over 55's building.
- There are still concerns with the cycle parking at a number of locations. In particular, there appear to be a significant number of areas where the access routes from cycle sheds to the highway would be compromised when cars were parked in their designated off-street bays (e.g. 7-12, 19-24, 31-34). Plots 13-14 do now have an access to the rear sheds via a path, although this is convoluted and seems narrow, especially on bends.
- If houses with garages are intending to achieve their required cycle parking within the garage, it should have minimum dimensions of 7m x 4m, and this is not achieved on the garage drawings.
- We would be seeking a Nextbike facility within the site through a S106 contribution. This should be around 15m in length to allow for around 15 bikes. The preferred location is adjacent to Newport Road, just to the west of the proposed retail and south of Newport Road footway.
- Swept path assessment should be extended to show a Refuse vehicle (10.3m length) manoeuvring through the site, and noting only a smaller vehicle has been tested at the site junction.
- It is not clear that the swept path assessment has been undertaken on the latest layout plan (i.e. there appears to be a different shape at the over 55s building and the parking bays are much closer to the building), and the type of vehicle used is not illustrated on the plans (although the above Asbri text confirms a 10.3m vehicle has now been used; I'm not aware that an alternative size is referenced in the Residential SPG). The assessment is done at a small scale and should be undertaken at a more detailed scale within the estate, particularly at pinch points and the western loop, so as the route of the vehicle (including overhang) can be clearly seen.
- At the given scale it is not clear as to the exact impact of the refuse vehicle movements on the street, but at a number of locations it appears there would not be room for a refuse vehicle to pass a vehicle parked on the carriageway. The revised swept path assessment should mark cars on the side of the carriageway at various locations within the estate, to reflect the potential for them to be on the carriageway when a refuse vehicle is in operation (e.g. visitors). This will then inform the ability of the currently proposed layout to accommodate a refuse vehicle with some on-street parking, and if this cannot be accommodated, the carriageway should be widened accordingly, or otherwise stringent parking restrictions will be

required, or appropriate street furniture or lay-bys/build-outs. In any case, there are a number of fairly tight bends within the estate (e.g. adjacent to plot 47) and the road should be widened at these points.

- The overall level of parking is within the maximum guidelines.

Transport Assessment (points not already made above)

- It is not clear the eastern link has any current status as a cycleway (3.3.11).
- Figure 3.1 does not show pedestrian routes (4.2.2).
- There are some discrepancies between the tabled individual trip rates and the overall total vehicle trips provided in table 5.5. There also appear to be discrepancies between these, the flows presented in the later trip diagrams, and the values used in the models.
- It would be useful to see a map of the wards (Table 5.10) to understand routings. Also, the table sums to 100% but only seems to include Cardiff and Newport? It is not clear how the 'network entry/exit points' and corresponding percentage distribution provided in Table 5.10 have been calculated; nor how this relates to the different percentages which would be calculated from the 2011 Census Travel-to-Work OD dataset.
- It is not clear why Table 5.10 does not contain categories such as 'West of Cardiff', 'Other' etc. in order to cover all destinations, as presumably the census figures have been factored in order that only the Top 20 figures sum to 100%?
- What is the significance of the "County of Cardiff" as opposed to "Cardiff itself" discussed in 5.5.6? Whatever the definition, the statement that the latter accounts for 97.4% of the work trips from the output area associated with the development does not make sense, since according to the 2011 Census the correct figure should be 82% of residents from here whom work within Cardiff as a whole.
- Some additional detail as to the calculation of distribution has been provided; ideally outputs from Google Maps/Route Planning would have been included so that distributions could be fully checked.
- Please provide details of how traffic has been assigned using Google Maps (5.5.5).
- The junction of Newport Road with Wentloog Road is shown to operate close to but within practical capacity for all scenarios when assuming the demand dependant pedestrian stage on the eastern arm (stage 3) is not called. However, assuming this as being called, results in the junction operating above practical capacity (over 80% saturation) in the PM peak in 2020 or the AM peak by 2026; and towards theoretical capacity (approaching 100% saturation) in the PM peak by 2026. 'Arm 2' has been incorrectly labelled in all instances as 'Arm 5' and vice versa in the LinSig network diagrams provided; also the saturation flows assumed have been overestimated, as these have been calculated based on RR67 values but do not take into account the turning radii, therefore the true performance of this junction is likely to be worse in all instances than has been presented.

The revised junction assessment (notwithstanding the above points about potentially incorrect flow diagrams) indicates a forecast worsening of the operational situation at Newport Rd/Wentloog Rd to 98% in 2026 with the

development. Whilst this is nearing the effective capacity of the junction, it is some way into the future, and the No Development scenario shows a figure of 95%, so the net change is not significant.

5.9 (a) Parks Officer states:

Design Comments

Areas included as Public Open Space

Overall the design provides a strong green spine through the centre allowing tree planting as well as serving a SUDS function.

As part of the POS calculation there are three areas which I would consider as public open space (Pocket Park 1, Pocket Park 2 (although see notes on drainage below), the triangular section of linear park (as this is of usable size for informal recreation and contains seating), along with the garden area for the over 55's development which I welcome as it gives an important recreational area for residents. These all satisfy the definition of functional open space set out in the Planning Obligation SPG pages 22 and 23, i.e. open space that can actively be used for recreational purposes. The other areas of open space / SuDS, although welcome in providing a green spine to the development, serve more as amenity or visual green space with less of a recreational function, although there are several seats on the perimeter. I would be happy to discuss this further.

Play Provision

A development of this size would normally be expected to provide play facilities for children up to 8 years old in the form of a LEAP, located in a larger open space allowing a 20m buffer to adjacent housing in line with the Green Infrastructure SPG and accompanying Open Space Technical Guidance notes. Extract from Open Space TGN below.

5.3.2 Open space provision on new residential development must meet the needs of future occupiers and the particular characteristics of the site. For example, if family housing is proposed, equipped children's play space will be required along with formal and informal functional open space for youths and adults. The aim should be to ensure that everyone has easy local access, by means other than the car, to formal and informal recreational facilities and open space.

5.4.3 Size of Open Spaces

On new developments of over 50 houses, one open space should be sufficiently large to accommodate a range of recreational functions within an attractive environment, in preference to a number of small areas which can offer only limited recreational value.

DAS page 12 refers to a LEAP as part of the linear open space but I don't see any details of what would be provided or if this is proposed to be part of the linear space or pocket park. I would like clarification on this.

If it is not considered achievable to provide a LEAP (and I'm aware that the difficulties in providing formal play provision was discussed at an earlier design stage) then an off-site contribution would need to be provided to improve play facilities off-site. The two main play areas which are likely to be used by residents are Rumney Rec (next to the Leisure Centre) or Greenway Road Rec. Greenway Road Rec is beyond, the normal threshold for use of contributions for play set out in the Planning Obligation SPG, which is normally 600m, so an exception would need to be made if the money was to be used on Greenway Road Rec. Both sites would serve younger and older children.

Off-site views

I welcome analysis of views from the site looking south which was requested at the earlier meetings. It is important that the excellent viewpoints from the site are capitalised on.

Pocket Park / SuDS basins

With regard to Pocket Park 1 and 2 the open spaces share their use with that as a SuDS feature. Although I have included these in my POS contribution calculation this is subject to knowing the following :

1. The anticipated frequency of flooding of the attenuation basin in the open spaces
2. What measures have been put in place to ensure the open spaces are sufficiently free draining to allow use except in very wet conditions. The risk is that the central section could remain unusable for recreation except in very dry periods of weather.
- 3 What the gradients are for the banks down to the bottom of the basin.

Management responsibility for street trees

The site management plan shows the areas under maintenance by a management company which is useful. The landscape plan shows a number of trees within the pavement – I would need confirmation as to whether these would be management company maintained or to be maintained by the Council under highway adoption. It could potentially cause some confusion with residents if one set of trees were Council maintained and those adjacent to them were management company maintained.

Open Space Provision

These comments relate to the current LDP (C5 Provision for Open Space, Outdoor Recreation, Children's Play and Sport; KP16 Green Infrastructure), and the 2017 Planning Obligations Supplementary Planning Guidance (SPG), supported by policies set out in the 2008 SPG for Open Space which set the Council's approach to open space provision.

The Council's LDP requires provision of a satisfactory level and standard of

open space on all new housing/student developments, or an off-site contribution towards existing open space for smaller scale developments where new on-site provision is not applicable.

Based on the information provided on the number and type of units, I have calculated the additional population generated by the development to be as follows :

Housing element (170 no) projected population 436. This generates an open space requirement of 1.06 ha of on-site open space based on the criteria set for Housing accommodation, or an off-site contribution of £425,683.

Over 55's residential home (44 no) projected population 61.2. This generates an open space requirement of 0.078 ha of on-site open space based on the criteria set for Sheltered Housing/Residential Homes, which vary from standard housing, or an off-site contribution of £33, 448.

Total open space requirement : 1.138 ha

Based on Pocket Park 1, Pocket Park 2 (although see notes on drainage above), the triangular section of linear park, and the garden areas associated with the over 55 dwelling as this provides usable space for residents, I have calculated a figure of 0.65 hectares measured off plan (which may not be completely accurate).

Based on this there is a shortfall of $1.138 - 0.65$ hectares = 0.488 hectares shortfall.

This gives an off-site contribution of £175, 149. I enclose a copy of the calculations. As indicated above I am happy to hold further discussions on other areas of green space within the development.

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

Consultation will take place with Ward Members to agree use of the contribution, and this will be confirmed at S106 stage. The closest areas of recreational open space are Rumney Rec, ABC Park and Greenway Rec.

(b)Following confirmation from the applicant that the Management Company would take responsibility for the maintenance and management of all trees including those in adopted areas rather than it being split between highways and the management company further states:

This approach makes sense; avoids future issues of uncertainty about responsibility for maintenance of different elements

5.10 The Education Officer states:-

- The catchment English-medium Primary School is Greenway Primary School. Although this school is projected to continue to be full, a number of English-medium Primary Schools in adjacent catchments have significant spare capacity (Bryn Hafod, Trowbridge etc) . Based on there being a sufficiency of places in the wider area, no planning obligation is sought for English-medium primary or nursery provision.
- The catchment area Welsh-medium Primary School is Ysgol Bro Eirwg. This school is not projected to have sufficient places such that a planning obligation is sought for Welsh-medium primary and nursery places.
- The catchment English-medium secondary school is Eastern High. A significant portion of the pupils in this catchment attend Faith based secondary school education and projections indicate that this number to be increasing. However, the number of faith based school places is capped at the current capacity and that any surplus will must therefore feed back into English-medium community school. As there will be no surplus places in the local English-medium community school an obligation is sought.
- The catchment Welsh-medium secondary school is Ysgol Gyfun Gymraeg Bro Edern. This school has a sufficiency of places but demand across the city is projected to result in a shortfall of provision by 2022-3 and hence the school will be full. An obligation is therefore sought

The contribution request calculated in accordance with the SPG may therefore be broken down as follows:

Number of dwellings:	214
Proportion of development	1
English-medium nursery	£0
English-medium primary	£0
English-medium secondary	£392,009
English-medium sixth form	£124,201
Welsh-medium nursery	£11,596
Welsh-medium primary	£86,603
Welsh-medium secondary	£98,002
Welsh-medium sixth form	£31,050
Statemented SEN	£74,338
Totals	£817,799

As it is assumed that any expansion of school provision would take place on an existing school site, contributions toward land purchase are not sought.

5.11 The Housing Development Manager states:

I have spoken to Sarah (McGill) regarding the Community Facilities contributions for the Cardiff Living sites at Howardian, Llanrumney & Rumney.

Due to the overall scheme viability and based on the fact we are delivering above the planning requirements for affordable housing on these sites we will remove the requirement for the Community Facilities contributions. A viability report is being put together by GVA which will demonstrate this.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 South Wales Police state:

Observations

The proposed development is to be located on the former Eastern High School, Newport Road, Rumney, Cardiff. The North West boundary is located adjacent to Newport Road while the North East perimeter abuts the grounds of St Illtyd's High. The South West and South East boundary is adjacent to existing residential areas of Monkstone Rise, South View Drive and Caer Castell Place.

It is proposed that the development will consist of 214 new dwellings, 149 will be for open market while 65 will be affordable. There is to be a mix of terraced, semi detaches and detached dwellings some of which include in curtilage vehicle parking.

The development also includes an apartment building for the over 55's with its own courtyard and gated vehicle parking.

Vehicle access into the site is off Newport Road while a footpath connects the site with Newport Road at the northern corner of the site. A further footpath connects the development with Caer Castell Place.

South Wales Police Designing out Crime officers were contacted by the applicant at an early stage to discuss issues such as reducing the risk of crime occurring and the principles of Secured by Design. The outcome is evidenced in the Design and Access Statement under 3.1 Community Safety and Security.

All affordable/social housing and Welsh Government funded projects are required to meet Secured by Design standards.

Crime and Anti-Social Behaviour

Analysis has shown that overall crime in the vicinity adjacent to the proposed development is as follows:

The site is located within the local authority Ward of Rumney. During a period between October 2017 and October 2018 there were 1717 incidents reported to South Wales Police within the Rymney Ward.

Over that same period the area adjacent to site has seen 120 reported crimes which included 34 violent incidents, 14 thefts, 13 damages, 12 incidents of anti-social behaviour, 9 burglaries and a robbery.

There have been concerns from local residents that an old footpath was to be re-opened in the south west corner of the development which connected the site with the existing dwellings to the south of the site. This footpath was closed some years ago after it became a hotspot for anti-social behaviour.

Whilst compiling this report I could not find any information regarding when the footpath was closed so I am unable to provide figures to compare reported anti-social behaviour incidents prior to the closure.

Recommendations

South Wales Police would recommend the following principles are adopted by developers in terms of design and layout.

General Layout

1. Lighting on all roads, pavements and parking areas should comply with BS 5489:2013.
Reason: to enhance community safety and reduce the fear of crime.
2. In order to maximize opportunities for surveillance and minimize the fear of crime it is necessary to provide an adequate lighting system. Lighting should be designed to provide a uniform spread of light, clear colour rendition, avoid deep shadows and minimise light pollution. Luminaries should be sturdy and resistant to vandalism, tampering and adverse weather conditions.
Reason: to enhance community safety and reduce the fear of crime
3. All road access in residential areas should be designed to ensure that maximum vehicle speeds are no more than 20mph.
Reason: to enhance community safety and reduce the risk of a collision and serious injury.
4. Trees and shrubs should be positioned away from the buildings giving a clear and unobstructed view of the boundary. All shrubs and hedges should have a maximum growth height of 1mtr, whilst all trees should be pruned up to a minimum height of 2mtrs, thereby maintaining a clear field of vision around the site. Mature trees should not mask lighting columns nor become climbing aids.
Reason: to enhance natural surveillance and reduce the risk of crime.
5. Ensure that all hard landscaping features such as coping stones, pavers etc. and street furniture are securely fixed and cannot be removed and used for criminal purposes.
Reason: to reduce the risk of damage or burglary.

Houses

1. All houses should be provided with defensible space to front.
Reason: to define what is public and private space and reduce the chances of crime and anti-social behaviour.
2. Access to the rear of the houses should be denied by utilising fencing to at least 1.8mtrs high.
Reason: to reduce the risk of burglary.

3. Access to the rear of properties from the front should be protected by a lockable gate which is constructed to the same height as the fencing and located as close to the front building line as possible.
Reason: to reduce the risk of burglary.
4. Doors and windows should be successfully tested and certified to PAS24 2016 or equivalent.
Reason: to reduce the risk of burglary.
5. Utility meters should be located to the front of the houses.
Reason: to reduce the risk of 'bogus caller' type crime.

Apartments

All building lines should be as straight as possible avoiding any recessed areas where a person can hide out of sight.

A suitable audio /visual access control should be fitted to the main entrance doors to the apartments. Trade persons buttons are not allowed.
Ground floor windows and main entrance and exit doors to apartment blocks should comply with PAS24: 2016 or equivalent.

All individual apartment doors should be tested and certified to PAS24: 2016 or equivalent.

Railings or defensible planting should be located at ground floor level to indicate semi-private and public space and to prevent persons approaching ground floor windows.

The bicycle storage area should be located within view of the apartments in a purpose built lockable construction which consists of individual stands for securing bicycles and the cycle store should be well lit.

Loft hatches located in communal areas such as over landings must be locked to prevent access into apartments through the loft.

A secure individual mail delivery system should be included.

Utility meters should be located externally or in a purpose built room with no access into the main apartment blocks.

Adequate fire warning and prevention systems should be in place.

Any private amenity space should be for residents use only. Ensure that the fence or railings dividing this area from public areas is high enough so that it cannot be scaled.

Secured by Design

The environmental benefits of Secured by Design are fully supported by independent research proving that SBD housing developments suffer at least 75% less burglary, 25% less vehicle crime and 25% less criminal damage. Therefore the carbon costs of replacing windows or doors on SBD

developments as a result of criminal activity is more than 50% less than that of non SBD developments.

Recent research conservatively estimates the carbon cost of crime within the UK to be in the region of 6,000,000 tonnes of CO2. This is roughly equivalent to the total CO2 output of 6 million UK homes. At current domestic burglary rates the marginal carbon costs of building a home to SBD standards will be recovered within four years.

South Wales Police operates the Secure by Design (SBD) initiative and is a National Police Chiefs Council and Home Office scheme which promotes the inclusion of crime prevention measures into developments. A safe and secure environment is the prime objective of the Secured by Design initiative. To achieve this result, equal weight should be given to both environmental design and physical security.

For further information on Secured by Design standards please visit the website www.securedbydesign.com

Policy Support

- The Crime & Disorder Act 1998 created a statutory partnership between local authorities, the police and other key partners to work together in reducing crime and disorder in all aspects of their work.
- Section 17 of the Act 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.”

- TAN 12 Design. Para 5.17.1 “Local authorities are required to have due regard to crime and disorder prevention in the exercise of their functions under Section 17 of the Crime and Disorder Act 1998. Consideration should be given to practical ways in which the design of development can reduce opportunities for crime, disorder and anti-social behaviour.”
- Planning Policy Wales
- 4.10.12 Local Authorities under Legal Obligation to consider the need to prevent and reduce crime and disorder.....
- 8.2.1. – Transport – Provision of safe, convenient and well signed routes
- 9.1.1. –Housing – Objective to provide homes that are in good condition, in safe neighbourhoods and sustainable communities
 - 9.1.2. Housing – Greater emphasis on quality, good design, and the creation of places to live that are safe and attractive

6.2 The Fire Safety Officer states:

The proposed site plan in relation to the above has been examined and the Fire and Rescue Authority wish the following comments to be brought to the attention of the committee/applicant. It is important that these matters are dealt with in the early stages of any proposed development.

The developer should consider the need for the provision of:-

- a. adequate water supplies on the site for firefighting purposes; and
- b. access for emergency firefighting appliances.

6.3 Welsh Water state:

We have reviewed the information submitted as part of this application with particular focus on the Drainage Strategy Report 18131 Revision 03. As part of the Pre Application Consultation we requested that further investigations be undertaken to explore the potential to drain all of the surface water generated to the nearby watercourse.

Our records indicate that the receiving pipe in Caer Castell Place is private and would require approval from the council. We recommend that further investigations are undertaken to confirm this. If this turns out to be a public sewer then the rate at which surface water discharges from the site will need to be decreased to a more acceptable figure. We recommend that the applicant contacts us direct and as a starting point we suggest that rates are limited to around 5l/s

The current legislation and the presence of above ground attenuation basins will not allow for the on site surface water network to be adopted by ourselves and will remain as private.

We have no objection to the principles of the foul water proposal.

Therefore, if you are minded to grant planning permission we request that the following Condition and Advisory Notes are included within any subsequent consent.

Condition

No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

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

Advisory Notes

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement

to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

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

SEWAGE TREATMENT

No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.

WATER SUPPLY

Dwr Cymru Welsh Water has no objection to the proposed development. 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.

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.

6.4 NRW state:

Based on the information submitted, we would have no objection to the proposed development. We offer the following advice on European Protected Species (Bats).

European Protected Species (Bats)

We note that the bat report submitted in support of the above application (Bat Report, by Wardell Armstrong, dated August 208 reference CA11290/FINAL) has identified that bats are present at the application site.

Although, we would not offer any objection to the proposals, we would recommend that the provision of suitable access for bats is physically incorporated and designed into the properties to be built on site in order to better secure/maintain bat roosting provision on the site in the long term.

Bats and their breeding sites and resting places are protected under the Conservation of Habitats and Species Regulations 2017 (as amended). Where bats are present and a development proposal is likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. A licence may only be authorised if:

- i. the development works to be authorised are for the purpose of preserving public health or safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment.
- ii. There is no satisfactory alternative and
- iii. The action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

Paragraph 6.3.7 of Technical Advice Note 5: Nature Conservation and Planning (TAN5) states that your Authority should not grant planning permission without having satisfied itself that the proposed development either would not impact adversely on any bats on the site or that, in its opinion, all three conditions for the eventual grant of a licence are likely to be satisfied.

On the basis of the above report, we do not consider that the development is likely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

Therefore, we do not object to the proposal but in line with the 'Dear CPO' letter issued by Welsh Government on 1st March 2018, we would request that the following informative is attached to any planning permission granted by the LPA:

Warning: A European protected species (EPS) Licence is required for this development.

This planning permission does not provide consent to undertake works that require an EPS licence.

It is an offence to deliberately capture, kill or disturb EPS or to damage or destroy their breeding sites or resting places. If found guilty of any offences, you could be sent to prison for up to 6 months and/or receive an unlimited fine.

To undertake the works within the law, you can obtain further information on the need for a licence from Natural Resources Wales on 0300 065 3000 or at <https://naturalresources.wales/conservation-biodiversity-and-wildlife/european-protected-species/?lang=en>

Development should not be commenced until the Applicant has been granted a licence by Natural Resources Wales pursuant to Regulation 55 of the Conservation of Habitats and Species Regulations (2017) authorizing the specified activity/development to go ahead.

Please note that any changes to plans between planning consent and the licence application may affect the outcome of a licence application.

Please note, if further information is prepared to support any application, it may be necessary for us to change our advice in line with the new information.

You should be advised that, in addition to planning permission, it is the applicant's responsibility to ensure all other permits/consents relevant to the development are secured.

6.5 GGAT states:

The Historic Environment Record (HER) shows the route of the Roman Road Iter XII (RR 60b-08) has been fossilised by Newport Road running northeast to southwest on the northern western edge of the application area. The HER notes Cae Castell medieval ring motte is located on the north eastern boundary of the application area, Cae Castell is protected as a scheduled ancient monument (GM216). Originally thought to have been Roman, the motte was subject to excavation in 1965 by E J Talbot. Excavations suggest the site was occupied during the twelfth century but fell out of use by the thirteenth century.

The information held in the HER and assessed in the submitted desk based assessment notes the potential for remains of Roman and medieval date to be encountered during development work; the development will require archaeological mitigation. In order to mitigate the impact of the development on the archaeological resource, we recommend that a condition should be attached to any consent granted to requiring the applicant to submit a programme of archaeological work in accordance with a written scheme of investigation.

We envisage that this programme of work would take the form of an archaeological watching brief during any ground disturbing work, identifying any elements of the proposals which may also need to be targeted by archaeologists. The programme should ensure that site work can be led by the appointed archaeologist, and that detailed contingency arrangements including the provision of sufficient time and resources are in place to ensure that archaeological features that are located are properly excavated and analysed. It should also 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

any planning consent explaining that: A detailed report on the archaeological work, as required by the condition, shall be submitted to and approved in writing by the Local Planning Authority within six months of the completion of the archaeological fieldwork. The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA) (www.archaeologists.net/codes/cifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.

6.6 Cadw states:

Advice

Having carefully considered the information provided with this planning application, we consider that it is inadequately documented.

Our assessment of the application is given below.

Our role

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. We do not provide an assessment of the likely impact of the development on listed buildings or conservation areas, as these are matters for the local authority.

It is for the local planning authority to weigh our assessment against all the other material considerations in determining whether to approve planning permission.
National Policy

Applications for planning permission are considered in light of the Welsh Government's land use planning policy and guidance contained in Planning Policy Wales (PPW), Technical Advice Notes and guidance.

PPW ([Chapter 6 – The Historic Environment](#)) explains 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 protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in an adverse impact on a scheduled monument (or an archaeological site shown to be of national importance) or has a significantly damaging effect upon its setting. [Technical Advice Note 24 The Historic Environment](#) elaborates by explaining that there is a presumption against proposals which would involve significant alteration or cause damage, or which would have a significant impact on the setting of remains.

Assessment

The proposed development is immediately adjacent to the boundary of scheduled monument Caer Castell Camp (GM216), a medieval earthwork castle.

In response to a statutory pre-planning application consultation we noted that

“An archaeological desk-based assessment for the development has been prepared by the Glamorgan-Gwent Archaeological Trust. This work has identified the location of the scheduled monument and that the proposed development will not have a direct impact on it: However, when the report was prepared the full details of the proposed development were unavailable and therefore it was impossible to determine the impact of the proposed development on the setting of the Scheduled Monument. This impact will be a material consideration in the determination of the planning application (see Planning Policy Wales section 6.5.5) and therefore further information on this matter will need to be presented with the application”.

This advice is include in the Pre-Application Consultation report submitted by the applicants with this application and they have stated”

“The comments have been noted. GGAT are going to produce an addendum/updated desk study to assess the impact on the setting of the SAM. This will not be available at the time of submission of the full application but will be sent to the LPA as soon as it becomes available.”

So far the addendum/updated desk study has not been placed on the application website so we are unable to provide any further advice on this application at this time. The updated report will need to be produced and we should be re-consulted once this report has been submitted to your Authority.

(GGAT’s assessment report was forwarded to Cadw at the beginning of January for any further comments they may wish to make).

- 6.7 The Design Commission for Wales has not submitted comments on this application but at pre-application stage on the scheme in August 2018 stated inter alia:-

DCFW supports the aspiration to deliver a high quality, mixed tenure, sustainable residential development on this vacant school site as part of the Cardiff Living programme.

Further design work could be undertaken to better achieve this aspiration and the following points summarise key issues from the review which should be considered moving forward:

Sense of arrival

The existing entrance point at the north west of the site has been retained within the proposals, however further design work must be undertaken to

ensure that this is of the highest quality and achieves a strong sense of arrival. The rear boundary of adjacent properties to the west may compromise this sense of arrival and further consideration should be given to how the landscape strategy can enhance this entrance point to the site.

Street network

The primary street around the Over 55s block complicates the street network and could make the site less legible. It also cuts through the largest landscape area and could compromise the character of this space. Consideration could be given to leading the street down the western elevation of the block and limiting routes through the landscape area to walking and cycling.

Manual for Streets should be used by both the design team and the Local Authority whilst considering the types of street suitable for a residential development of this scale. Cross sections and proposed materials of the different types of streets would aid understanding of the proposed street hierarchy.

Landscape strategy

The landscape strategy is a key design driver and has the potential to give the development a distinct sense of place. The views from the parks will add to the character of this place and the design of these parks should be developed further to ensure they are properly used by residents.

Character areas

Key character areas could be identified and designed in further detail, perhaps with perspective sketches, to strengthen the overall masterplan strategy.

Next steps

The Commission would welcome further opportunity to review the scheme with the aim of improving design quality through constructive dialogue.

6.8 Wales and West Utilities states:-

Wales & West Utilities has pipes in the area. Our apparatus may be affected and at risk during construction works. Should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail before any works commence on site. Should diversion works be required these will be fully chargeable.

The plan submitted by Wales & West Utilities shows one of their pipelines located in the pavement in front of the site and across the access into the site

7. **REPRESENTATIONS**

7.1 Local Members have been notified.

- 7.2 The application has been advertised on site, in the press and on the Council website.
- 7.3 Adjoining occupiers have been notified.
- 7.4 A resident of 59 South View Drive has at length written detailing his objections if a pedestrian link were to be recreated between the application site and South View Drive. (No link has been incorporated into this proposal)
- 7.5 Another resident of South View Drive is extremely concerned of the effect the increased traffic from this development will have on an already over burdened Newport Road. Recent modifications to the traffic system including speed humps and the filter lane at the bottom of Rumney Hill has effectively slowed the traffic flow down to a virtual stand still at peak times traveling to the town centre.

Access and egress from the Witla Court estate has been effected due to the increase of traffic already on Newport Road and this development will only make this situation worse.

- 7.6 A resident of 37 Witla Court has written to Councillor Parry who has confirmed that his comments regarding the boundary are to be considered. The resident states:

The only concern we have is the absence of any kind of fence between the rear gardens and the site behind the houses on Witla Court Road.

This has never been a problem before. As it was a school And governed by school rules. Teachers. And a care taker and CCTV. on site.

Now going on into the future we will be having a building site. And then a new housing estate.

Could you please let us know if there are any plans to gate / fence this section off ?

At the moment there is literary only a large hedge separating the rear gardens and the forthcoming building site. We see this as potential security risk. For both parties.

Even though the hedge is tall and thick ! In the winter, large gaps appear with the loss of leaves.

I have actually mentioned this hedge problem in my original email. Stating how it is "Out of control" and due to its height and weight causing damaged to personal property within the gardens due to the fact that it seems that the council now, Doesn't want to know !!

Yet ! they have cut the grass on the whole site !

But ! Ignored the hedge. Historically the grass and the hedge and the grass were cut/trimmed at the same time.

I'm hoping the hedge has been 'overlooked' as there are plans to deal with the Witla Court Road end problem !!

I would be very grateful if you could shed like on this problem. As there a large number of residents that this is an issue to that are elderly. And to be honest they are getting very worried about the future.

Again ! By walking around the site this is only a small section that needs to be addressed.

7.7 A resident has emailed local members stating

I am being asked various questions about the new development, and the one which bothers me, and has been brought to your attention in earlier emails I have sent you, is the boundary at the back of the houses now located on Witla court and the maintenance of the hedge between the old school and our estate. I know in the past that I have discussed this item with you Bob and the school never seem to have resources to carry out this work. Neighbours have contacted the council to establish who will cut these edges now, but as is typical of the council not now our problem.

This issue of the boundary and responsibility must be resolved to the satisfaction of both the new and existing residents in this area. We all know what disputes can be caused by overgrown trees and who is responsible for maintenance. I have raised this issue about this development before, and would like to know what is being discussed and done to clear this problem.

I believe this was brought up at a meeting in the leisure centre in August and not taken seriously as issue with a suggestion it should be sorted out between the new and old residents what a crazy idea for trouble and grief. A direct consultation on the item is required with the Witla Court residents to let them know what is proposed. As is usual the on line and access for some is impossible and they cannot air their views, which also bothers me.

7.8 A resident of 25 Monkstone Road expresses her concerns that there are too many houses, cramped layout not offset by small green spaces, single access will cause traffic problems and retail outlet is not needed and create more traffic problems. In addition plot 38 will be too close at the front to their boundary fence, will result in overlooking and domination causing a great impact.

7.9 A resident of 59 Southview Drive says that the ground level behind his garden wall has been raised and he would expect it reduced to the base of his wall. He accepts houses behind him but not an area where gangs of youths could congregate. He opposes reopening of route to Manorbier Crescent. He asks why the land behind his property can't be walled off and bungalows be built.

- 7.10 A resident of 33 Witla Court Road objects The height of the proximity of the 4 townhouses to be built adjacent to my garden. These will have a big impact on my property as they will tower over my house and garden, taking my light, existing views and privacy, leaving a high brick wall to look at.
2. Following the townhouses is the proposed 'Older persons home' which again seems to be another four storey, along with a proposed retail area which will have a significant visual impact.
 3. With only one road in and out there will be a significant increase in the volume of traffic, with both noise and environmental pollution.
 4. The path between the two old schools will be closed, with the old back entrance of the school reopening I am concerned that gangs from Rumney, Llanrumeny and Trowbridge leading to antisocial behaviour. As the road will be close to my garden I am concerned about the impact of this on my health and well-being.
 5. What will happen to the existing hedge

7.11 The occupant of 56 South View states

It is a pity any open area is now considered just another commercial opportunity.

Certainly the area is hardly short of shops nor needs to generate ever more traffic, much of which already barely moves at times during the day. Having said that, the proposal addresses many negative aspects typical of this sort of development and I am broadly neutral apart from concerns regarding accesses at the rear.

Several of the planning documents correctly acknowledge that in relation to anti-social behaviour, the welfare of existing residents is paramount. Ideally, in this location, there should be little or no access at the rear. In the main, anti-social behaviour issues are not caused 'by poor natural surveillance along routes'. They are caused by anti-social residents and no amount of surveillance will change this.

Regarding reopening the footpath from Manorbier Crescent, my rear boundary faces this access. This route has a long and inglorious record of vandalism. It is no exaggeration to say that anything not bolted down has been stolen, vandalised, or covered in graffiti. There have been fires, flytipping, and all manner of missiles from miscreants. I would continue with strong views against this re-opening but apparently the 'vociferous response' from local residents (PAC Report) and adamant views of South Wales Police has already prevailed to prevent this insanity. I would also comment on the undesirability of para 1.4.4 'Connection from South View Drive'

(Access Statement pt3/Pedestrian Connectivity) discussing reinstatement of said access. However the paragraph is uninformed and irrelevant since the route no longer exists, having been in private ownership for many years and this happened specifically because of the same anti-social behaviour issues.

7.12 The occupier of 51 South View states

The plans are a considerable improvement on those submitted at the public

consultation held on 6/9/18. My concerns at the time basically related to connectivity and permeation issues. In this regard I broadly welcome the measures as outlined in the Design and Access statement 1.4 Pedestrian Connectivity page 6, and in particular to keep closed the connection to Manorbier Crescent, and by definition the Western connection with Caer Castell Place, following objections from the police. I am, however, concerned by comments made in the same Access statement regarding access from Manorbier Crescent to South View Drive and the possibility of re-opening the link. The council does not own this land, which is in private ownership, and cannot just do what it likes with it. The link was closed with the support of the police and others for the same reasons the police are opposing the re-opening of the connection between the site and Manorbier Crescent, and therefore would be unlikely to succeed.

7.13 The occupant of 13 Caer Castell Place, says

I like the plans, as there appears to be a good amount of green spaces. I also like the access path from the eastern end of Caer Castell Place. I was disappointed that there is no path at the western end, as currently it is an old passageway that is being used as a dumping ground, so it would be much nicer if it were reopened and made to look nice again. I am concerned that whilst the building work is undertaken, that a way remains clear to get from Caer Castell Place to Newport Road, as it is a much longer walk if this way is blocked.

7.14 No further representations have been received from the occupiers of dwellings in Witla Court Road who were re-notified before Christmas of amendments to the layout of the proposed apartment building. The apartments are now 51m distant rather than the 53m initially proposed from the nearest part of an existing dwelling.

8. **ANALYSIS**

Policy

8.1 The application site falls within the settlement boundary as defined by the Adopted LDP proposals map and has no specific land use allocation or designation. The surrounding area is predominantly residential. The site currently comprises a vacant school and playing field which are surplus to requirement as Eastern High School has been relocated to Trowbridge Road.

8.2 Policy H6: Change of Use or Redevelopment to Residential Use permits the change of use of redundant premises or redevelopment of redundant previously developed land for residential use where:

- i. There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirements;
- ii. The resulting residential accommodation and amenity will be satisfactory;
- iii. There will be no unacceptable impact on the operating conditions of existing businesses;

- iv. Necessary community and transportation facilities are accessible or can be readily provided or improved; and
 - v. It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no unacceptable risks to the end users.
- 8.3 The application is accompanied by a Planning Statement which provides an assessment of the proposal against the criteria of H6 and concludes that the school site is surplus to requirements as Eastern High School has relocated to Trowbridge Road and therefore there is no overriding need to retain the existing use. The application site is located in a sustainable location, in walking distance of local amenities and/or easily accessible by sustainable modes of transport.
- 8.4 Assessed against the above policy framework, given the site is located within an established residential area and in a highly sustainable location the development of the site for housing will not impact unacceptably on the operating conditions of any businesses the proposal raises no land use policy concerns.
- 8.5 Paragraph 4.20 of the LDP says that brownfield and windfall sites continue to play an important role in providing new homes for the city to continue to evolve. This equates to approximately 12% of Cardiff's housing needs over the LDP period. The 214 dwellings proposed in this application forms a part of that 12%.
- 8.6 The LDP forms the basis for determining planning applications. The Council and Planning Inspector took account of PPW, the Tans and other government advice at the Public Inquiry that approved the LDP. The relevant LDP policies of the Authority have been referred to earlier in this report and this development is considered to be in accordance with those policies.

Density

- 8.7 In terms of density the proposal is 33 dwellings per Ha. This is considered to be in line with the 30+ net dwellings per hectare identified in the Cardiff Residential Design Guide SPG. This is not an excessive density, especially when 44 of the units are apartments contained in one building.
- 8.8 Policy KP5 (ix) of the LDP promotes the efficient use of land developing at highest practicable densities.
- 8.9 The Cardiff Residential Design Guide SPG asks "Does the development make efficient use of land and provide homes at a reasonable density?" The SPG states that:-

"The vitality and viability of neighbourhood centres and public transport services are dependent upon having a good number of potential customers within their catchment areas. Low density forms of development can reduce their viability, and often result in less sustainable forms of development which can't be readily reached by active travel modes. In order to support the vitality and viability of local shops and services we will welcome designs that can

increase development densities within walking distance, where they also conform to other guidance presented here.

In addition, variations in the density of development can allow for greater variety in the spatial and visual character of a scheme which can enhance the townscape and help people find their way around. There is no relationship between development density and the ability of a scheme to provide adequate green spaces or meet amenity standards, although the form of green space might go from providing private to more shared forms of garden or open space. We will always welcome interesting approaches to providing amenity spaces.”

Amenity Space Considerations

- 8.10 The Residential Design Guide SPG identifies amenity space areas for houses and apartments. In this case there are good sized gardens that are a minimum of 50 sq m in area required for houses in SPG. The apartment block has an amenity area of 55m x 7m to the front 30m x 6m to the side and a rear communal garden area of some 680 sqm facing south, plus balconies to each apartment. This exceeds the 465 sqm of amenity space required for the number of apartments proposed..
- 8.11 There are 4 green areas within the site, along the frontage, a linear green area along the main estate road and one in the eastern corner and another in the southern corners of the site. Three of the green areas will also provide sustainable drainage function. None of the green areas will provide for formal play.
- 8.12 The Parks Officer has identified the off-site S106 contribution required to enhance existing amenity facilities as a consequence of this development.
- 8.13 The garden area for houses meets or exceeds that required in the Residential Design Guide standards. The privacy standard between proposed and existing dwellings and proposed dwellings is also met.

Transport

- 8.14 LDP Policy KP8 Sustainable Transport states in part that:-
Development in Cardiff will be integrated with transport infrastructure and services in order to:
- i. Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.
 - ii. Reduce travel demand and dependence on the car;
 - iii. Enable and maximise use of sustainable and active modes of transport;
- 8.15 Supporting paragraphs of this Policy states;-
- 4.106 For Cardiff to accommodate the planned levels of growth, existing and future residents will need to be far less reliant on the private car. Therefore, ensuring that more everyday journeys are undertaken by sustainable modes of transport, walking, cycling and public transport, will be essential.

4.107 The location and form of developments are major determinants of the distance people travel, the routes they take and the modes of transport they choose. Much of the growth in car travel in recent decades can be attributed to developments which have been poorly integrated with the transport network. Integration of land use and transport provision can help to manage travel demand, avoid developments which are car dependent and make it easier to facilitate movements by sustainable modes.

4.108 The purpose of this Key Policy, therefore, is to ensure that developments are properly integrated with the transport infrastructure necessary to make developments accessible by sustainable travel modes and achieve a necessary shift away from car-based travel.

- 8.16 LDP Policy T1 encourages walking and cycling to minimise car use and support the Council in fulfilling its legal requirement under the Active Travel (Wales) Act 2013
- 8.17 LDP Policy T5 also seeks to reduce reliance on the private car in line with national planning policies and strategic transport objectives. This proposal provides either a garage or shed for secure covered cycle storage. There are 10 buggy spaces within the apartment building and 10 cycle spaces.
- 8.18 There is a bus stop that adjoins the access into this site. Countisbury Avenue District Retail centre is 300m distant, Bryn Hafod Junior School is some 500m distant and Eastern Leisure centre and associated amenity space is 700m distant from the nearest parts of the proposed development, all within reasonable walking distances.
- 8.19 It is considered that the proximity of the afore-mentioned facilities contributes towards the development being able to comply with LDP policies KP8, T1 and T5.
- 8.20 The Transport Statement estimates, by reference to the TRICS database, that the proposed development is predicted to generate a total of 81 vehicles two-way in the am peak period and 95 vehicles (two-way) in the PM peak period. In comparison with the previous educational use on the site, the proposed residential use could generate 161 fewer trips (two-way) during the AM peak and 15 more trips (two-way) during the PM peak.
- 8.22 The Transport Statement further states that it is accepted that "...the vehicle trips associated with the school would not have been utilising the site access itself and would have been spread over the local highway network within the vicinity of the site. Therefore, for the purpose of this assessment, the proposed residential trip rates have been assigned to the local highway network in their entirety and not the net increase in trips generated over and above those generated by the previous use as a school. This approach is considered both worst-case and robust. Capacity analysis indicates that the local highway network has sufficient capacity to accommodate the proposed development of 215 residential dwellings on the former Eastern High School

site.”

- 8.23 The applicant has submitted an updated Transport Assessment accompanied by a supporting letter in respect of the selection of the vehicular access which addresses several of the key issues that the Transportation Officer originally identified.
- 8.24 The Transportation Officer has raised no objection to the number of vehicles onto or from Newport Road to this development. It is not considered that an objection to increased traffic on Newport Road can be sustained, especially having regard to the previous use of this site.

Parking

- 8.25 The Council’s SPG Managing Transportation Impacts (incorporating parking standards) provides parking standards for central and non central areas. In this case this site falls within a non central area where the maximum car parking space per unit is one for 1 bedroom dwellings and a maximum of 2 spaces per unit for 2+ bedroom dwellings. In total 351 car parking spaces are proposed for this development which is in line with the SPG.
- 8.26 The Transport Officer points out that the garages are narrower and shorter than that required to garage a car and for the number of cycles required for each dwelling. However, garages are not normally included in the calculations for car parking spaces as they tend to be used for other storage purposes including storage of cycles. The applicant does not identify garages as providing parking spaces in this submission. In addition there is sufficient space between the walls of the housing and the parking spaces to manoeuvre both cycles and bins past parked cars.

Design

- 8.27 The agent in his Planning Statement in respect of urban design states:
The proposed layout and design has incorporated a central boulevard with intermittent green landscaped areas each side of the road which has a dual purpose of providing amenity and useable green space and also incorporates swales to provide an above ground drainage solution, and ecological enhancements. The layout seeks to utilise the vistas to the south with designated seating areas to utilise the views towards the Bristol Channel.
- 8.28 Tan 12 Design identifies the five elements that contribute to good design which are Community Safety, Environmental Sustainability, Movement, Access and Character. It is considered that this scheme satisfactorily addresses these five elements.
- 8.29 The applicant appears to have generally taken on board the advice of the DCfW in the formulation of this application and following pre-application discussions with officers. However, an entrance feature to enhance the overall appearance of the development and sense of arrival is considered to be necessary and would be subject to condition 25.

- 8.30 The DCfW suggestion that the estate road run down the western rather than the eastern side of the apartments is not supported. It is considered that this would position the estate road close to the rear of existing dwellings. The road as proposed would be a boulevard, adjoin a linear park, cycleway and incorporating swales on either side. The position of the estate road east of the apartment building and its setting is considered to positively enhance this development.
- 8.31 It would have been preferable to locate the access into the site east of the apartment building rather than reuse the existing access onto Newport Road. The applicant said that such an access position was not achievable due to the existing location of a refuge island, signalled crossing and eastbound bus stop.
- 8.32 The applicant has submitted a 3 page statement explaining why the position of the vehicular access was selected after considering various options. Amongst other things he states:

It is apparent that it is impossible to provide a central access without effecting existing constraints and infrastructure. As such, we sought to enhance the existing access and surrounding infrastructure and note that a new central access would require:

- a. the potential relocation of existing light controlled pedestrian crossing;
 - Main pedestrian access point from site would not have light controlled crossing point;
 - Potentially would require light controlled junction and pedestrian crossing at this point;
- b. New lane build outs would need to be constructed to the east and west of the junction to protect the right turn filter lane;
- c. Existing lane islands may need to be removed;
- d. Existing white lining marking would need extensive remodelling;
- e. Potential for extensive highway resurfacing;
- f. All of the above would require extensive Road Safety Audits to justify;
- g. Network Managements approvals for works to highway required, potential for weekend and night time working;
- h. S278 Agreement Required;

If a central access is provided, it would need to be shared with retail therefore junction modelling would need to take account of:

- a. Retail customer traffic
- b. HGV Deliveries
- c. Potential for light controlled junction

It is evident that a shared retail and residential access point would impact on quality of place for residents in terms of traffic movements, retail offsite parking, air quality, noise etc. It would also undoubtedly result in a loss of sales value by creating shared access with retail. Providing the above infrastructure works as well as the remodelling required would have significant additional abnormal costs for the client and would compromise the viability of the scheme.

And

The proposed access is considered to have the least impact upon the existing arboriculture. The other two options will require the removal of large lime trees to the north, adjacent to Newport Road (as shown on the accompanying plans). We look to retain as many of the existing trees as possible by way of the development, therefore looked to utilise the existing access.

- 8.33 The Transport Officer considers adequate reasons have been provided as to why the developer has put forward the position of the access.
- 8.34 The apartment building is set back some 34m from Newport Road and would be a relatively tall building for the area. The existing trees along Newport Road and new planting will help integrate this building into the area when viewed from Newport Road. The overall form and design of the apartment building is considered acceptable as the fenestration is well composed, and the block has some variety created by the recesses and balconies
- 8.35 For the purposes of the SPG, a tall building outside the city centre is normally considered to be

Buildings which are double or more than double height of surrounding properties or significantly taller in terms of actual height and number of floors.

All tall building proposals must demonstrate that:

- There would be no negative impacts on important views or vistas.
- The character or setting of heritage assets is not harmed.
- The proposal will be a positive feature in skyline & streetscape, either by complementing a cluster of tall buildings or forming a strategic landmark.
- No material harm is caused by overshadowing or overlooking.
- There will be walking and cycling accessibility to sustainable transport and local facilities.
- Detailed proposals will:
 - Exhibit exceptional architectural standards: elegance in form, silhouette and quality of materials.
 - Maximise activity through ground floors uses and fenestration.
 - Provide the highest standards of building performance, safety, inclusivity and adaptability.
 - Include exemplary cycle storage, low car parking levels and integrated servicing, recycling and waste storage.
 - Prove that the development will not create adverse microclimatic effects.
 - Deliver significant enhancements to the public realm.

- 8.36 It is considered that the proposed apartment building generally addresses the aforementioned matters and would be a focal feature in the streetscene close to the entrance to the site and would not adversely impact on the amenities of nearby residents. The proposal originally did not meet the 25 degree guideline in respect of one dwelling and infringed the 21m distance between rear

habitable windows with two dwellings. However, the application has subsequently been amended so as not to breach the Council's guidelines.

Landscaping

- 8.37 The SPG on trees says that category A and B trees can be removed if there are overriding design considerations and their loss can be successfully mitigated by new planting. The Tree Officer has no objection to the loss of the few trees that would need to be removed to facilitate the development. The trees on site are afforded no special protection and can be removed without the approval of the Local Planning Authority. Proposed conditions 11-14 are considered necessary to secure successful landscaping arrangements.
- 8.38 The Tree officer has recommended amendments to the applicant and whilst not all of his constructive suggestions have been taken on board he has no objection in principal subject to conditions. There will be substantial tree planting within streets and amenity areas which will make this development well landscaped, especially as the landscaping matures. Individual trees will include over 70 semi-mature trees and in addition numerous extra heavy standards and heavy standards and woodland plant mix at the pocket parks and site entrance.
- 8.39 The applicant has confirmed that that the Management Company would take responsibility for all trees including those in adopted areas rather than it being split between highways and the management company to achieve a consistent approach to the maintenance and management of trees

Drainage

- 8.40 The applicant's agent states:

A Drainage Strategy has been produced by Quad Consult detailing the drainage proposals for the development. In advance of nationwide implementation of the SAB in January 2019, the scheme has incorporated an above ground Sustainable Drainage Solution, in line with best practice guidance. This includes the introduction of swales and detention basins across the site. A hierarchical approach is adopted and prioritised for surface water.

- 8.41 Welsh Water has no objection to the drainage arrangements subject to a condition. The Council's Drainage Officer has submitted no adverse comments.

Crime and Disorder

- 8.42 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.
- 8.42 Lighting and traffic calming measures will have to meet the Transport Officer's requirements. No floodlighting is proposed. Trees and shrub planting will need

to address landscaping and amenity issues and some planting in front gardens is proposed. The fencing proposed and gated access to rear gardens will comply with the Police advice. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

Possible Retail Use outside application site

- 8.43 The proposed development does not include a retail element. It is possible that a planning application may be made for a retail scheme fronting Newport Road but that would be on land outside the application site with a separate access and by a different applicant. A separate application may be made for such a use on land outside the application site, which would have to be judged on its own merits in due course.
- 8.44 If the former footpath were to have been reinstated it would improve pedestrian/cyclists accessibility for existing residents of Manorbier Crescent and surrounding streets by reducing the distance to the potential retail site from some 800m to 400m albeit up a steeper gradient in part. However, neither the potential retail site nor that former footpath are within the application site.
- 8.45 The Transport Officer recommends a pedestrian link to the potential retail site next to plot 162 off a secondary route. The developer has identified links from the main cycle/pedestrian route to the potential retail site. The position of the store and entrance into the store, the position of its car park and service areas are all unknowns, should consent for such a store be sought or obtain or implemented. There would appear no greater convenience accessing the retail site from a secondary rather than principal route. There is the possibility that a route next to plot 162 may cause disturbance to future residents rather than a connection adjoining a future Nextbike site.

Historical Assets

- 8.46 Policy EN8 states:
Development relating to any of the heritage assets listed below (or their settings) will only be permitted where it can be demonstrated that it preserves or enhances that asset's architectural quality, historic and cultural significance, character, integrity and/or setting.
- i. Scheduled Ancient Monuments;
 - ii. Listed Buildings and their curtilage structures;
 - iii. Conservation Areas;
 - iv. Archaeologically Sensitive Areas;
 - v. Registered Historic Landscapes, Parks and Gardens; or
 - vi. Locally Listed Buildings of Merit and other historic features of interest that positively contribute to the distinctiveness of the city.
- 8.47 Paragraph 5.140 and 5.141 of the LDP states

Occasionally built heritage will be a constraint, the need for preservation outweighing the benefit of development. More often, a heritage asset will be an

opportunity for retaining local identity through the repair and reuse of historic assets and strengthening this through respect for local characteristics of design, for the interpretation of hidden heritage assets, or for the enhancement of the characteristic natural environment. All new developments within historic areas should be designed in such a way as to preserve or enhance their special character.

Scheduled Ancient Monuments

PPW, Chapter 3 Conserving the Historic Environment and Welsh Office Circular 60/96: Planning and the Historic Environment: Archaeology (scheduled to be replaced by a Technical Advice Note within the plan period) set out clear statements of national development management policy for archaeological remains and should be referred to accordingly.

8.48 A new edition of PPW was issued in December 2018 and Tan 24 The Historic Environment was updated on 12/10/2017. Works that directly affect an ancient monument require the prior consent of the Welsh Ministers but there is no direct affect in this case. There is a presumption against proposals which would have a significant impact on the setting of the remains.

8.49 Paragraphs 1.24 of Tan 24 states

Local planning authorities are required to consult the Welsh Ministers, through Cadw, on certain development proposals which affect scheduled monuments, registered historic parks, gardens and landscapes and the Outstanding Universal Value of World Heritage Sites and their settings.²³ It is for the local planning authority to consider the effects of proposed developments within the settings of listed buildings, conservation areas, unscheduled monuments of national importance and other undesignated historic assets.

8.50 The ancient monument is overgrown and not clearly identifiable when viewed from the application site and cannot be viewed through the application site from public positions. An existing footpath adjoins the site of the monument. An amenity area/SUD measuring 2250 sqm in area is proposed close to the ancient monument separated only by the existing footpath. Whilst it is proposed to locate the nearest proposed dwelling (2 storeys in height) some 9m from the edge of the ancient monument and plant a tree between the house and boundary with the ancient monument the position of the amenity area and a wide opening along the nearest proposed roads help enhances public views towards the ancient monument. There is an existing dwelling at 67 Caer Castell less than 5m from the ancient monument and part of the buildings associated with St Illtyd's Catholic High School are within 5m of the ancient monument.

8.51 GGAT are aware of the presence of the ancient monument but have made no adverse comments in respect of this development. GGAT has only proposed their standard condition.

- 8.52 GGAT has on behalf of the applicant undertaken an archaeological setting assessment on the area of the scheduled monument of Caer Castell (GM216/00640s/95148) a Norman motte and bailey or ringwork defence located in Rumney, Cardiff. The report provides an assessment of the impact of the proposals on the setting of the monument and recommends mitigation to lessen the impact on setting.
- 8.53 GGAT says that this report should be read in conjunction with the existing Desk Based Assessment for the site (Crawford 2017) which recommends mitigation for the development as a whole. The settings assessment takes into account the fact that the monument is currently extensively overgrown with dense vegetation and that previous development has encroached upon the scheduled area. The assessment concludes that, given the current overgrown condition of SM GM216/00640s/95148, the overall significance of impact of the development on the scheduled monument would be Very Slight.
- 8.54 GGAT go on to say that if the monument were cleared of scrub vegetation and woodland, the effect of the development would be upgraded to Considerable. Mitigation has been suggested which ranges from alteration of the layout of the planned design to reduce the perceived height of the development in relation to the monument, to the sympathetic use of landscaping. This mitigation would reduce the overall effect on the setting to Moderate. The two key views were identified for the monument, the first to the north and north west, towards the route of the current Newport Road, and second to the south and southeast, over what once comprised a wetland landscape. Neither of these two key views would be affected by the currently proposed development, even if the monument were free of vegetation.
- 8.55 It is considered that the proposed development would not have a significant material impact on the ancient monument such as to adversely affect its setting nor does the development affect its historic and cultural significance, character and integrity.

Other issues raised by local residents not addressed above

(a) Permeability

- 8.56 From a planning perspective there would be improved permeability between existing residential areas and the proposed development if the former footpath between Manorbier Crescent and the former school were to be reinstated. However, this land is not within the application site and the applicant is unwilling to include the required land as part of this application. Some local residents and the Police have identified previous problems associated with the path. The difference in levels and orientation of existing dwellings in relation to the path meant that the path was not particularly well over looked. Nevertheless it is considered unfortunate that this application does not propose the reopening of this footpath.
- 8.57 The agent in his Planning Statement in explaining why the former footpath is not to be reopened states:

This decision has not been taken lightly. The key consideration has been the safety and wellbeing of existing and future residents. Local residents indicate that crime rates were far higher when the footpath was open to the public, and as such they want to keep the lane closed. In urban design terms, it is preferable to keep the lane open to improve permeability, particularly to the proposed retail store to the north east of the site, however there is pedestrian access available via Caer Castell Place therefore there will be alternative pedestrian connectivity to the retail site.

It is considered, on planning balance, that the safety of existing and future residents outweighs the need to reopen the footpath as there is a pedestrian access to the south east of the site at Caer Castell Place which provides pedestrian permeability from the south.

- 8.58 The land behind 59 Southview Drive will be a landscaped open amenity area used in connection with SUDs and overlooked by new dwellings providing passive surveillance. There is an existing high means of enclosure.

(b) Domination

- 8.59 The proposed town house nearest a dwelling in Witla Court Road would be 17m distant from the rear of that dwelling and would have a blank side wall above ground floor. There would be no infringement of the Council's planning guidelines between the nearest proposed dwelling and the existing dwelling. The older people' building is 61m distant from this dwelling at its nearest point. The apartment building would be 4 storeys high at this point and would not infringe the 25 degree guideline.

- 8.60 The side wall of 25 Monkstone Rise is blank and is separated by a driveway and 1.8m high means of enclosure and garage from proposed plot 39. The two storey dwelling on plot 39 would be a minimum of 1m distant from the boundary with 25 and 6m from the dwelling itself, and separated by the existing driveway and garage from the dwelling at 25. The 45 degree requirement to address overshadowing/domination in the Residential Amenity SPG is not infringed in this case.

(c) Boundary Hedge

- 8.61 In respect of the hedge at the rear of Witla Court Road a new hedge will be planted along the boundary to strengthen the green corridor adjacent to the site. Most of this length of new planting and existing hedge separates existing rear gardens from proposed rear gardens. It is considered that the existing boundary treatment and additional hedge planting proposed would be an acceptable means of safeguarding existing and future residents. There are some gaps in the hedge during the winter and until further reinforcing planting matures and the 1.8m high fence identified on the landscaping layout plan will address this. Condition 25 is proposed to address immediate security issues and privacy issues during and after construction.

- 8.62 In response to the hedgerow maintenance issue raised in para 7.7 of this report the Housing Officer states:

I believe Education are in the process of arranging the trimming of all the boundary hedges at the moment, as part of the demolition contract. They will be in touch with neighbours.

Once the site is purchased by housing in March 2019, we will then be responsible for maintaining the hedges until the site is developed.

Currently it is proposed that the hedgerows will remain once developed. The levels would make removal very difficult, and they are a nice buffer between the new site and existing residents. Also keeping existing hedgerows is a key part of the Green Infrastructure requirements. Following the consultation event it was clear that some residents want them to remain and some want them to be removed. This will be determined as part of the Planning process.

It is likely that in some cases the hedgerow will be the boundary between new and old owners. Each owner will then have responsibility to maintain the hedgerow. This will be written into their deeds/transfer documents on the new properties.

- 8.63 The proposal complies with the Council's privacy guidelines within the proposed development and in relation to adjoining residential development.
- 8.64 The application was the subject of pre-application discussions in respect of access, general layout and scale of development and a separate meeting was held to discuss possible house types for this site. During the processing of this application and following a dialogue with officers there have been some alterations to the scheme but none that affect the amenities of neighbours. However, the nearest neighbours in Witla Court Road were notified that the apartments had been amended.

Biodiversity

- 8.65 The agent says in respect of ecology that The amenity grassland, buildings, hardstanding and bare ground present within the site are considered to be of negligible value but the hedgerows, scrub, mature treeline and woodland are considered to be of neighbourhood value for nature conservation. The bat survey confirms that "the trees on site were of negligible suitability for roosting bats".
- 8.66 The planting of significantly more trees, the creation of swales and the identified mitigation measures identified in conditions 20-22. Will help enhance biodiversity on this site. The Council's ecologist and NRW have no objections subject to conditions.

Waste

- 8.67 On site bin storage for houses and apartments have been indicated on the amended plans which would address an issue raised by the Waste Officer. Litter bins and refuse bins can be addressed by a Section 106 Agreement. 4 litter bins one sited near the site entrance and one each at the linear park and

pocket park are considered appropriate. If there is insufficient viability to fund the cost of refuse bins future residents would have to fund them.

Energy Efficiency

- 8.68 The development includes fabric efficiency targets which will achieve 17% improvement on the building performance required by Part L of the Building Regulations Wales 2014.
- 8.69 *Equality Act 2010* – The Equality Act 2010 identifies a number of ‘protected characteristics’, namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council’s duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic in the vicinity of the site or who may occupy the proposed dwellings, other than there will be an increased provision of affordable accommodation for older persons.

Wellbeing

- 8.70 The 7 well-being goals are as follows:
- 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
 - A globally responsible Wales
- 8.71 Paragraph 3.2 of the LDP vision is as set out in the 10 year, ‘What Matters’ Strategy (2010-2020) which is that “By 2020...Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving city-region”.
- 8.72 Paragraph 3.3 states that Partners have agreed seven strategic outcomes that, if achieved would represent ultimate success and the realisation of the vision. The outcomes are that:
- People in Cardiff are healthy;
People in Cardiff have a clean, attractive and sustainable environment;
People in Cardiff are safe and feel safe;
Cardiff has a thriving and prosperous economy;
People in Cardiff achieve their full potential;
Cardiff is a great place to live work and play; and
Cardiff is a fair, just and inclusive society.
- 8.73 Paragraph 3.4 states that It is important to recognise that the LDP cannot deliver all of these outcomes alone as many issues extend beyond land use planning matters and the remit of the document. However, the LDP is a crucial

strategic document that must create the right conditions which both directly and indirectly assist and support the delivery of these outcomes.

- 8.74 The creation of employment during the construction period and providing safe modern energy efficient dwellings that incorporates affordable housing in a sustainable location close to public transport, leisure centre, school, district retail centre and open space whilst safeguarding the amenities of adjoining residents goes towards meeting the afore mentioned policies and strategic outcomes.
- 8.75 Section 3 of the Well-Being of Future Generations Act 2016 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. 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.
- 8.76 Wales and West Utilities, Fire and Rescue, NRW, GGAT, South Wales Police, Tree Officer, Pollution Control, Welsh Water, Transportation Officer, Waste Management Officer, Air Quality Team, Noise Team, have raised no objection to the development. DCfW had no objection to the indicative pre-application scheme which emerged into the detailed scheme that is the subject of this application.
- 8.77 Consultees' advisories have been shared with the applicant during the processing of this application.
- 8.78 Notwithstanding the various objections/concerns raised by residents in the surrounding area and Cadw the proposal is considered to comply with the Council's LDP policies and SPGs. The proposal makes efficient use of land in a safe, well-designed scheme that positively contributes to the provision of affordable housing and increases housing supply and choice within the City in a sustainable location on a brownfield site. The application seeks to enhance the character of the site and has due regard to the Scheduled Ancient Monument to the east of the site whilst seeking to utilise the distant views out across the Bristol Channel.

9. **SECTION 106 REQUIREMENTS**

- 9.1 The application is considered acceptable subject to conditions and the following Section 106 requirements through a Unilateral Agreement:
- A) The over 55 apartment building and units 1-4 (inc), 12-16 (inc), 51-54 (inc), 64-67 9inc) and 162-165 (inc) shall be available for council accommodation
 - B) A financial contribution of £175, 149 for local off-site public open space enhancements, including use at Rumney Rec, ABC Park and Greeway

Road Rec.

- C) A financial contribution of £15,936 for refuse bins to serve the development and £1,680 for 4 litter bins to be sited within the development.
- D) An area 15m long to be reserved for a Nextbike facility within the site close to Newport Road and the potential retail site.
- E) A financial contribution of £817,799 for educational facilities as detailed in paragraph 5.10 of this report

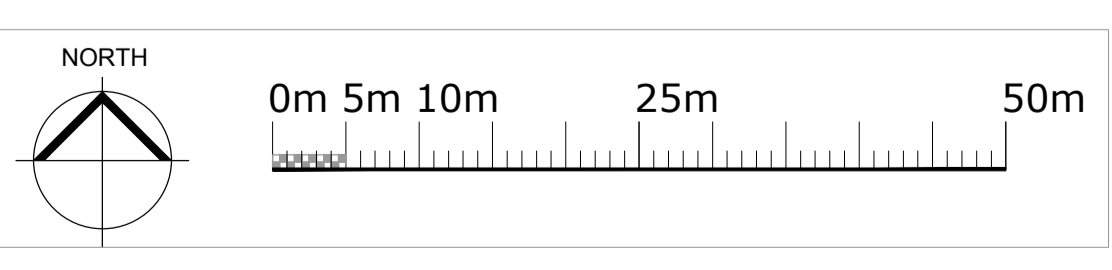
St. Illyd's Catholic High School

Retail Site
Site area 7411 (1.89 Ac.)

to area 64743 (18.28 Ac.)

Rumney High School Site 23.10.18				
No. of Units	House Description	beds	House Area	Total net
Open Market				
20	HT-A	2	679	13,580
26	HT-C1	3	900	23,400
26	HT-C2	3	900	23,400
7	HT-D	3	1,009	7,063
9	HT-E	4	1,193	10,737
3	HT-F	4	1,204	3,612
27	HT-G	3	1,023	27,621
16	HT-K	4	1,151	18,416
9	HT-L	5	1,519	13,671
6	HT-P	3	1,410	8,460
sub total				
149	70%			149,960
Affordable				
36	1B2P flat over 55	1 bed	570	20,520
8	2B3P Flat over 55	2 bed	732	5,856
8	A1 - 2B4P	2 bed	922	7,376
9	A2 - 3B5P	3 bed	1,030	9,270
4	A3 - 4B6P	4 bed	1,200	4,800
sub total				
65	30%			47,822
SUMMARY TOTAL				
TOTAL NUMBER OF UNITS			214	Units
TOTAL COVERAGE			197,782	sq.ft
Net Site Area	APPROX 6.7	hectares		
Net Developable Area	16.5	acres		
Density/cverage	11,986.79	Sq ft/acre		
Average Density	31.94	units/hectare		

- Boundary Treatments**
- Type A - 180mm high facing brick wall
 - Type B - 180mm high Close Boarded fence
 - Type C - Existing site boundary. Refer to dwg RAL 321.01 for treatments
- House Sparrow Terraces
 - Swift Boxes
 - Double House Martin Cups



This drawing must not be scaled. Figured dimensions and levels to be used. Any inaccuracies must be notified to the architect. Detail drawings and large scale drawings take precedence over smaller drawings.

Rev: 31/08/2018 - First issue for comment
06/09/2018 - Second issue for comment
12/09/2018 - Third issue for comment
First Issue

A Revised following PAC & client comments
B Minor revisions to indicate swales as per consultants' drawings and bay windows on over 55s
C Paths, patio's, gates, sheds, garden bins & enclosure details added. Roof revisions to House Types A & K and Plots 48, 55 & 63 handed.

Rev: 31/08/2018 - First issue for comment
06/09/2018 - Second issue for comment
12/09/2018 - Third issue for comment
First Issue

D Bird boxes added. Footpath build outs, turning area to pumping station and side boundary walls to plots 143 & 153 revised. Over 55s apartment block updated. Updated landscaping added. C.L. 07.12.18
E Minor amendments following receipt of Air Impact statement. Swale and footpath positions amended where conflicts identified. P.G. 21.12.18
F Minor amendments to over 55s cycle storage. EH 04.01.19
G Minor amendments in response to urban design comments including: Plots 17-18 minor amendments to position of house; over 55s apartments footprint reduced slightly to south-west; removal of windows in flanks of plots 4 and 19; carriageway in front of 113-12 made shared surface. PG 14.01.19

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

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Contract: Residential Development Former Rumney High
Rumney, Cardiff for CHPP
Title: Proposed Site Plan

Drawing No. 18027 (05) 100
Rev. G

Scale: 1:500 @ A0
Date: 31.08.2018
Drawn: C.L.
Checked: PG

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Rev:		Rev:		Rev:		Rev:	
C	Updated Image of Over 55s Apartment and entrance in accordance with changes to layout. EH						

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TENDER	
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Contract: Residential Development Former Rumney High Rumney, Cardiff for CHPP	Scale: Dec 18
Title: Street Scene 1 - Over 55s Apartments	Checked: Checked

Drawing No. 18027 (05) 800	Rev. C
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Figured dimensions and levels to be used. Any inaccuracies must be notified to the architect. Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:

C

Rev:

-

Rev:

-

Rev:

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PLANNING	✓
DESIGN	
TENDER	
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Drawing No. Rev.

18027 (05) 802 C

Contract: Residential Development Former Rumney
High rumney, Cardiff for CHPP
Title: Street Scene 3 -

Scale:
Date: Dec 18
Drawn: Drawn
Checked: Checked



00- Newport Road Elevation (North West)



02- Linear Park Elevation (North East)

03 - Short Courtyard & End Elevation (South West)



04- Courtyard Elevation (South East)



05 - Material Elevation (A/A1)

- Materials Schedule
1. Buff Facing Brickwork
 2. Grey Facing Brickwork
 3. Buff Textured Brickwork
 4. Curtain Walling (Film over Glass to create opacity)
 5. Green Tile Panel (colours vary)
 6. Continuous Clipping Profile
 7. Grey Composite Window System
 8. Decorative Metal Balustrade, Powder Coated. (colours vary across elevation)
 9. Entrance canopy with Sign
 10. PPC aluminum rainwater down pipe and header
 11. PPC Aluminum window

This drawing must not be scaled. Figured dimensions and levels to be used. Any inaccuracies must be notified to the architect. Detail drawings and large scale drawings take precedence over smaller drawings.

Rev: C Updated Elevations in relation to new floor plans. EH
 D Amended in accordance to planning comments. EH 14/01/19

Chk'd: Rev:

Chk'd: Rev:

Chk'd: Rev:

Chk'd: Rev:

Chk'd:

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

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Contract: Residential Development Former Rumney High Rumney, Cardiff for CHPP
 Title: Over 55s Apartments Elevations

Drawing No. 18027(05)131
 Rev. D

Scale: 1:100 @ A0
 Date: Dec 18
 Drawn: EH
 Checked: Checked



SECTION C - C



SECTION C - C CONT.



Figured dimensions and levels to be used. Any inaccuracies must be notified to the architect. Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:		Chk'd:	Rev:	Chk'd:
-	First Issue.		C.L. 14.09.18	
A	Planning Issue.		E.B. 22.10.18	
B	Amendments following comments.		E.B. 30.10.18	
C	Amendments following comments.		MB 07.12.18	
D	Distance between units corrected.		EH 14.01.19	

Chk'd:	Rev:	Chk'd:	Rev:

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

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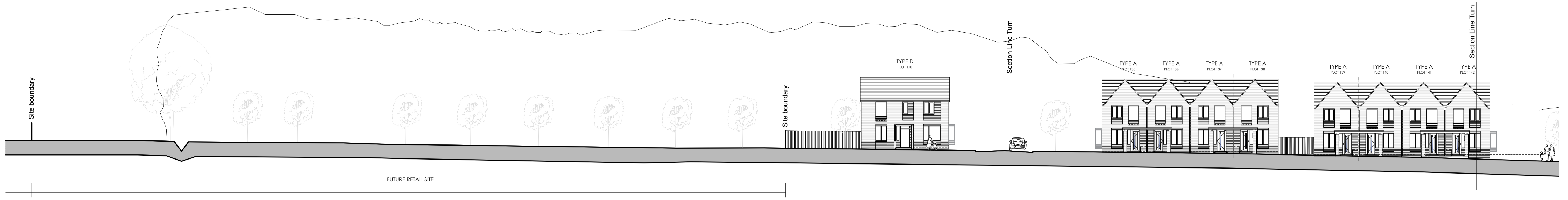
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Contract: Residential Development: Former Rumney High
Rumney, Cardiff for CHPP

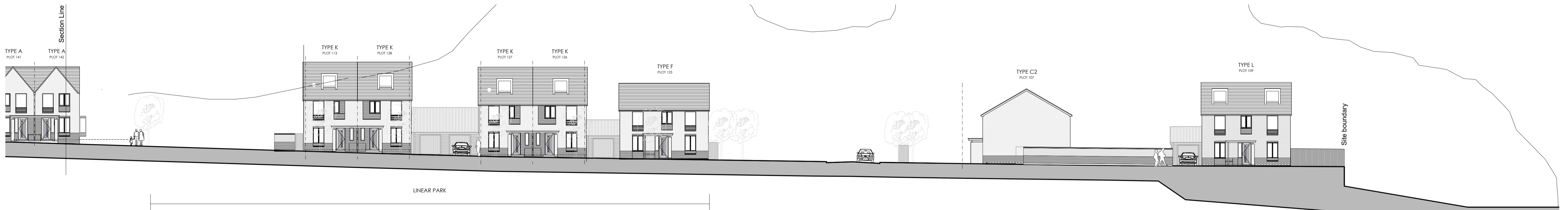
Title: Street Elevations C - C

Drawing No. 18027 (05) 201
Rev. D

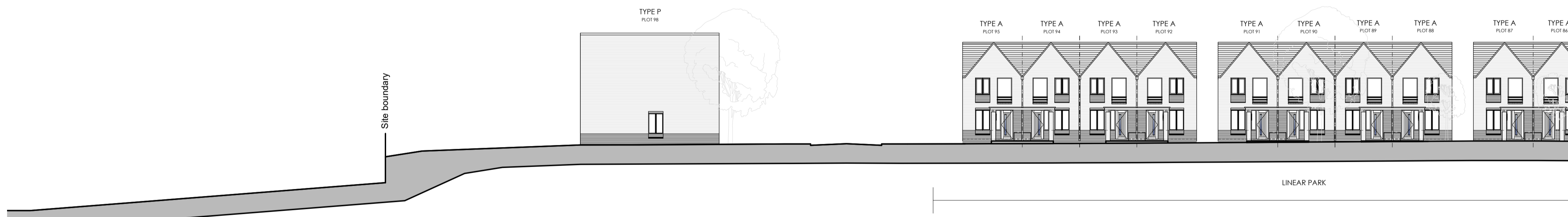
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Drawn: EB
Checked:



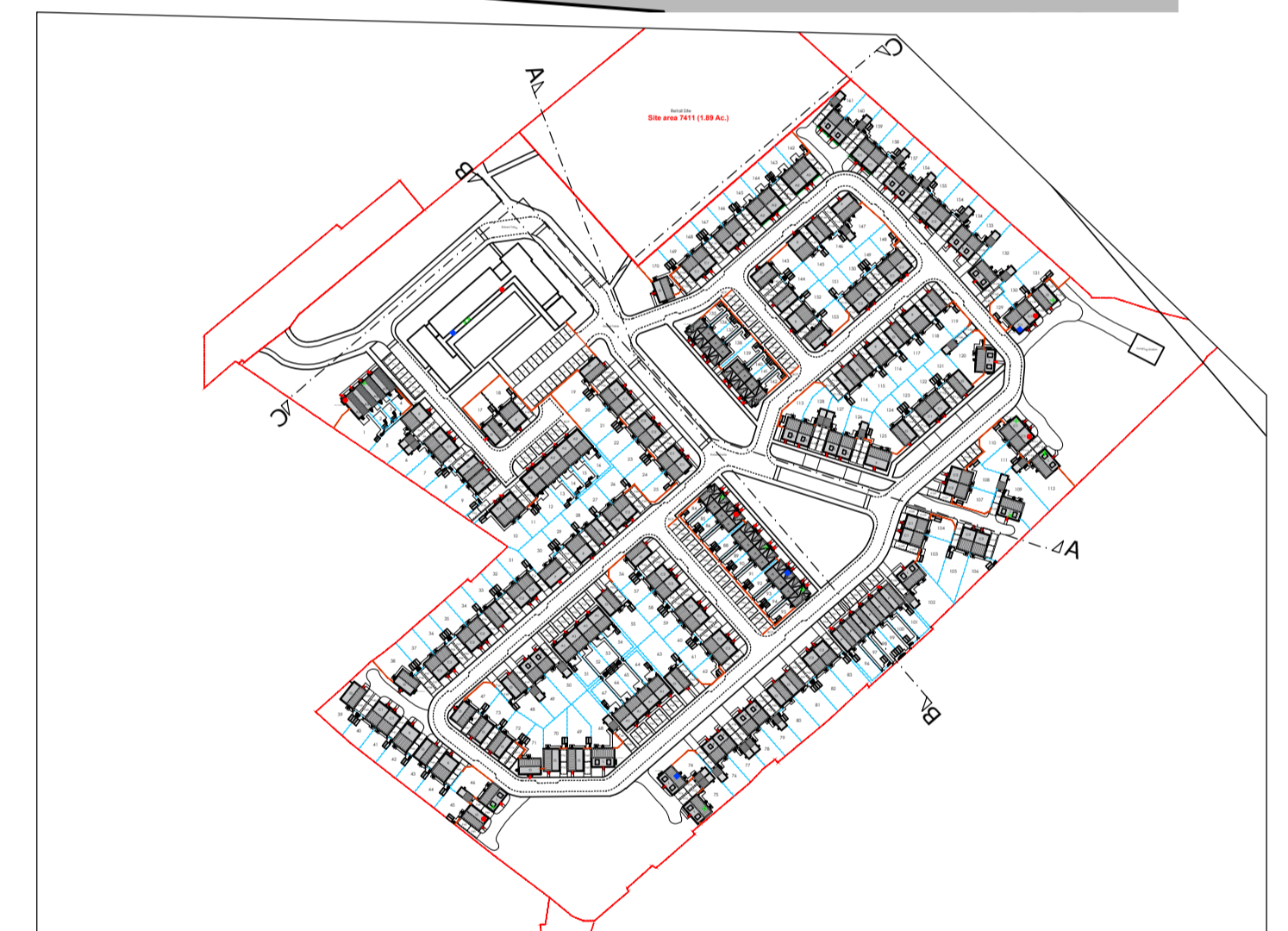
SECTION A - A



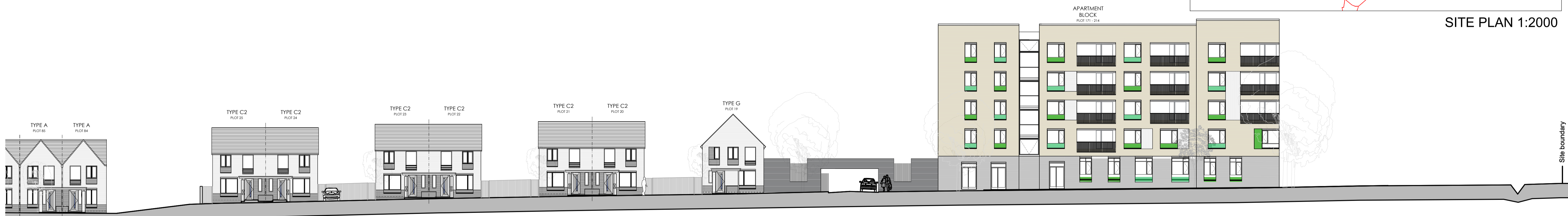
SECTION A - A CONT.



SECTION B - B



SITE PLAN 1:200



SECTION B - B CONT.

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Rev:	Chk'd:	Rev:
-		C.L. 14.09.18
A		E.B. 22.10.18
B		E.B. 30.10.18
C		MB 07.12.18

Chk'd:	Rev:
-	

Chk'd:	Rev:
-	

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DESIGN	
TENDER	
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Drawing No.	Rev.
18027 (05) 200	C

Contract: Residential Development: Former Rumney High
Rumney, Cardiff for CHPP

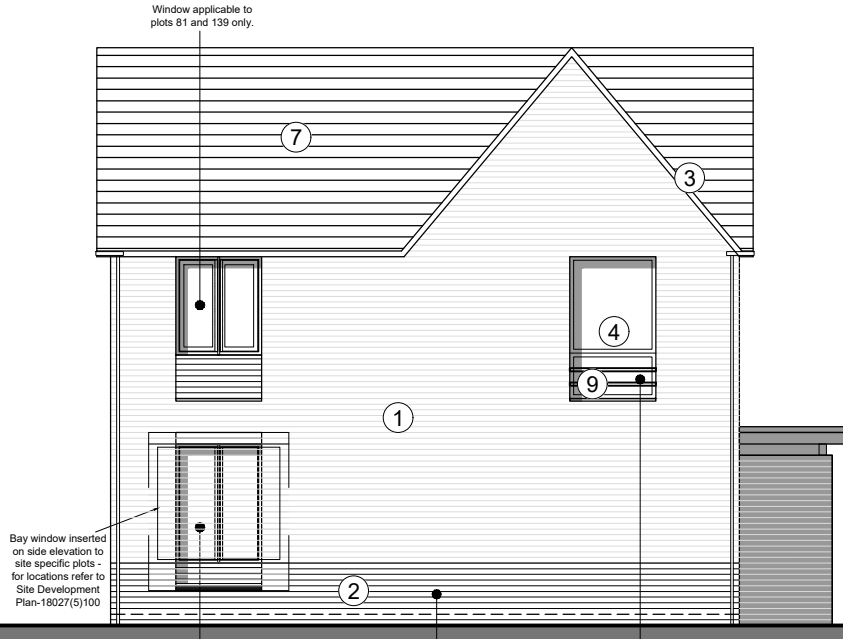
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Date: 11/09/18

Title: Street Elevations A - A & B - B

Drawn: EB
Checked:



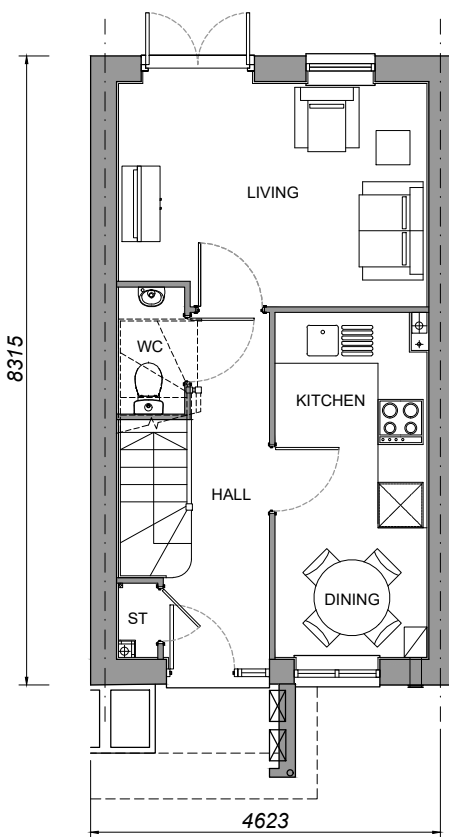
FRONT ELEVATION



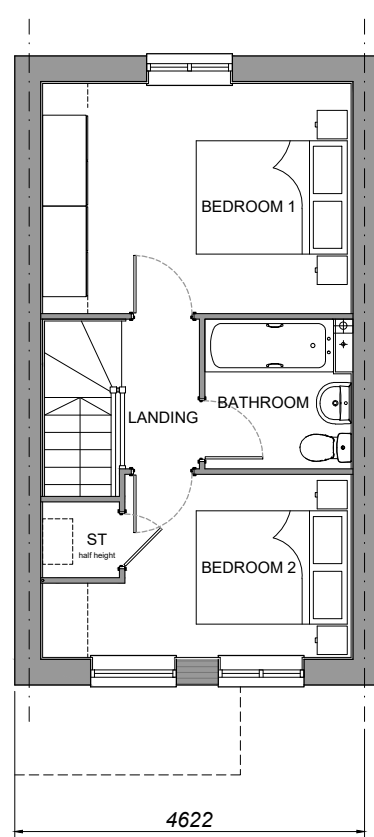
SIDE ELEVATION



REAR ELEVATION



GROUND FLOOR



FIRST FLOOR

Materials Schedule

1. Main Wall Facing Brickwork
2. Contrasting Facing Brickwork
3. Dry Verge Continuous Profile
4. Grey Upvc/Composite Window System
5. Coloured Upvc/Composite Front Door System with Sidelight / Fanlight (colours vary per plot)
6. Planting trough construction, red-facing brickwork to match no.2.
7. Large Format Concrete Tile. Colour: brown or grey (colour varies per plot).
8. Timber post canopy/trellis/seat to side of entrance door
9. PPC metal straps to form space for planting trough on sill (troughs not provided)

Front Elevation showing Materials



scale 1:100



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Rev:			
-	First Issue.	C.L. 14.09.18	
A	Planning Issue	E.B 22.10.18	
B	Roof arrangement, front door and canopy revised and materials schedule updated.	C.L. / MB 06.12.2018.	

Rev:

Rev:

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

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Drawing No. Rev.
18027 (05) 110 B

Contract: Residential Development: Former Rumney High
Rumney, Cardiff for CHPP
Title: House Type A - Plans & Elevations

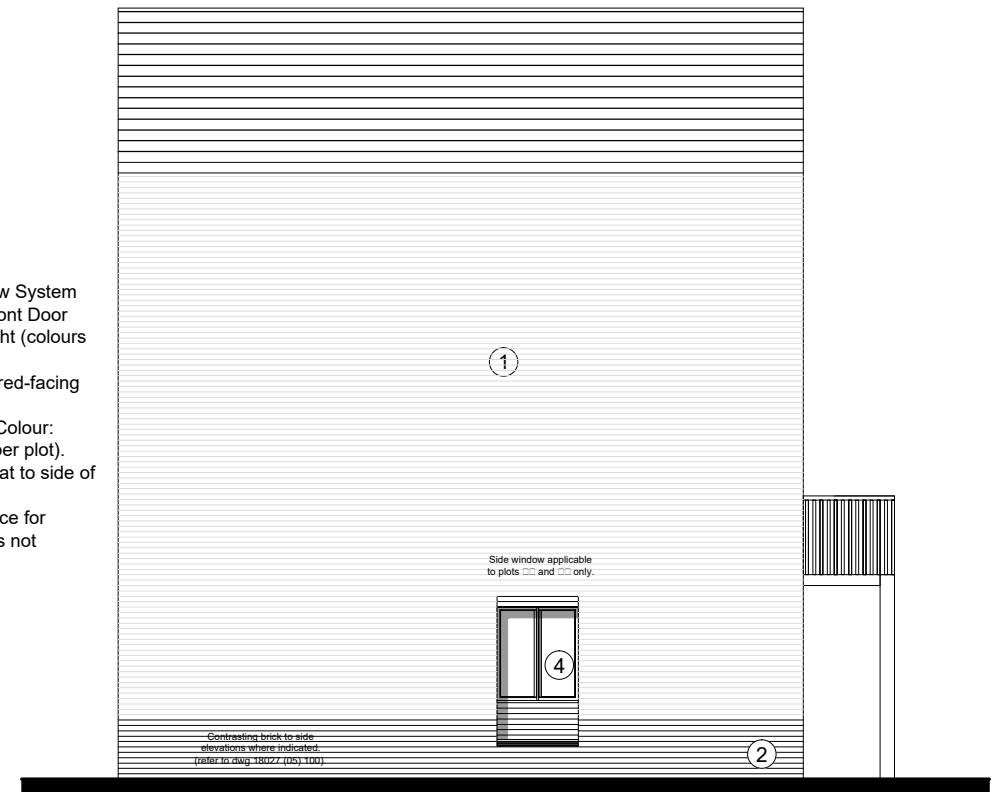
Scale: 1:100 @ A3
Date: Sept 2018
Drawn: C.L.
Checked: -



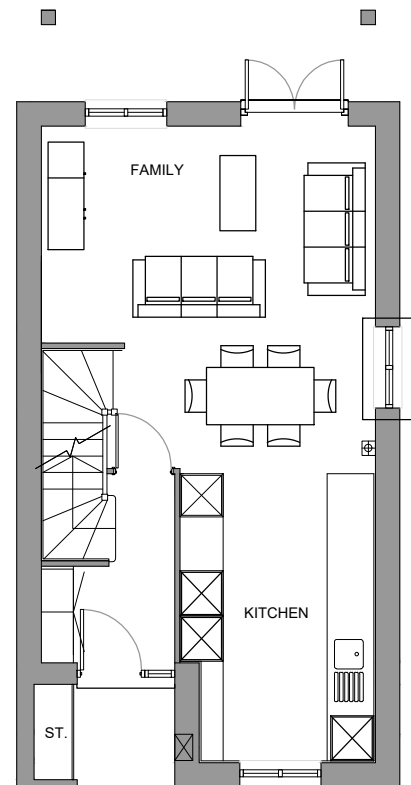
FRONT ELEVATION

Materials Schedule

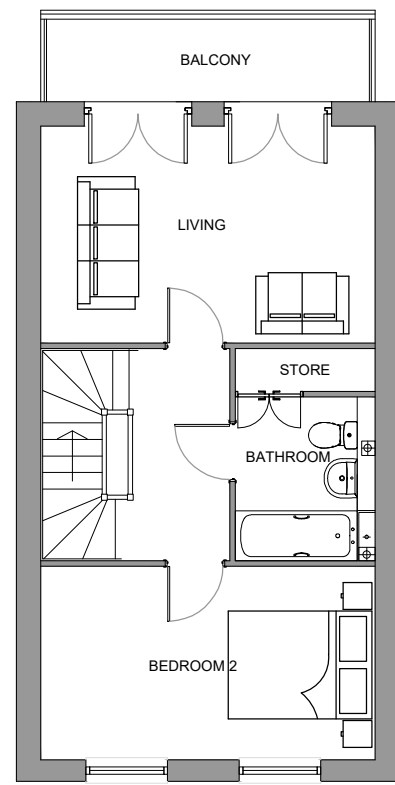
1. Main Wall Facing Brickwork
2. Contrasting Facing Brickwork
3. Dry Verge Continuous Profile
4. Grey Upvc/Composite Window System
5. Coloured Upvc/Composite Front Door System with Sidelight / Fanlight (colours vary per plot)
6. Planting trough construction, red-facing brickwork to match no.2.
7. Large Format Concrete Tile. Colour: brown or grey (colour varies per plot).
8. Timber post canopy/trellis/seat to side of entrance door
9. PPC metal straps to form space for planting trough on sill (troughs not provided)



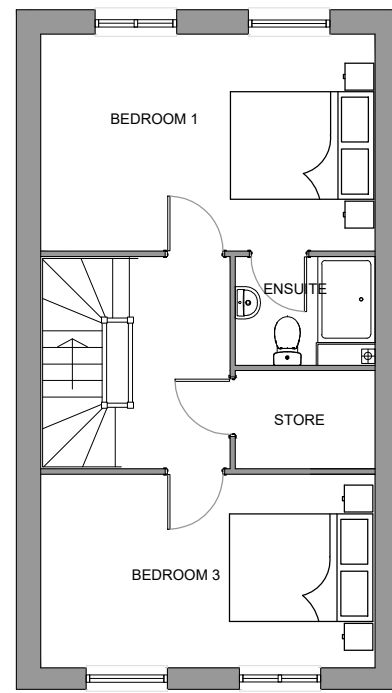
SIDE ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



PART BLOCK REAR ELEVATION

This drawing must not be scaled.
Figured dimensions and levels to be used.
Any inaccuracies must be notified to the architect.
Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:		
-	First Issue.	C.L. 14.09.18
A	Planning Issue.	E.B. 22.10.18
B	Amended following comments	E.B. 29.10.18
C	Front door revised and materials schedule updated. Kitchen Window sill level revised.	C.L / MB 06.12.2018
D	Amended following comments	E.B. 21.12.18

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PRELIMINARY	
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DESIGN	
TENDER	
CONSTRUCTION	

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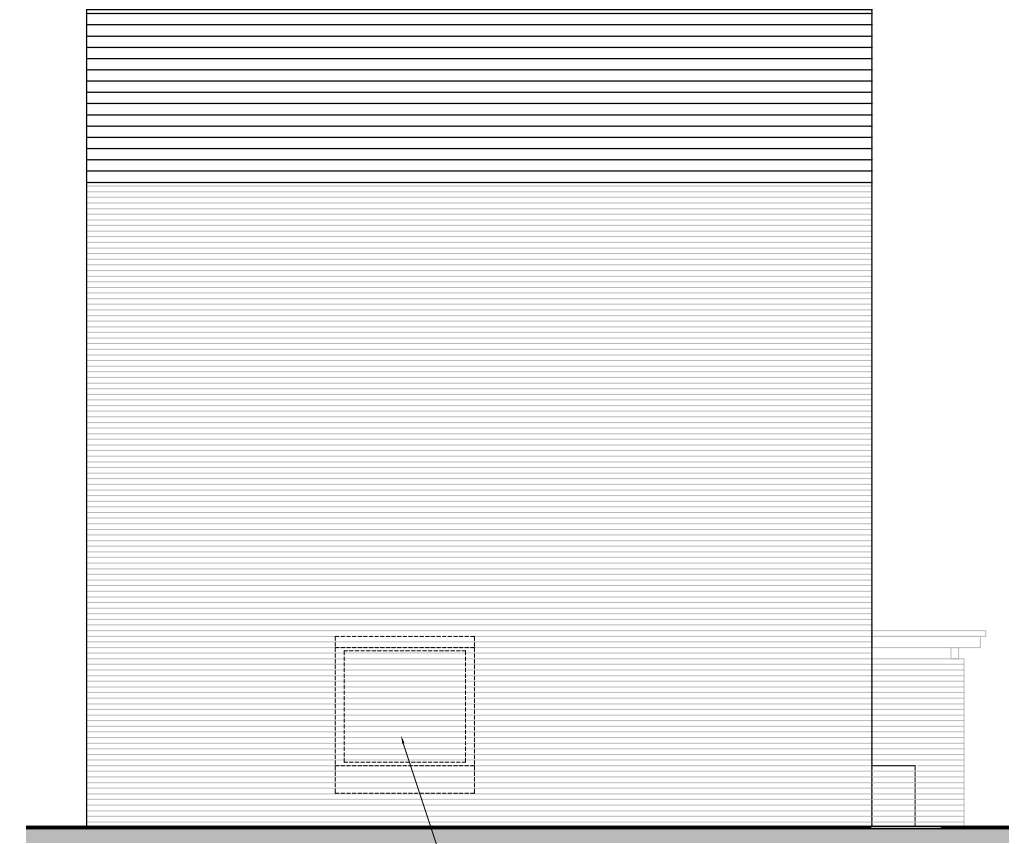
Contract: Residential Development: Former Rumney High
Rumney, Cardiff for CHPP
Title: House Type P - Plans & Elevations

Drawing No. 18027 (05) 119 D
Rev. D

Scale: 1:100 @ A3
Date: Sept 2018
Drawn: C.L.
Checked: .



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION

Materials Schedule

1. Main Wall Facing Brickwork
2. Contrasting Facing Brickwork
3. Dry Verge Continuous Profile
4. Grey Upvc/Composite Window System
5. Coloured Upvc/Composite Front Door System with Sidelight / Fanlight (colours vary per plot)
6. Planting trough construction, red-facing brickwork to match no.2.
7. Large Format Concrete Tile. Colour: brown or grey (colour varies per plot).
8. Timber post canopy/trellis/seat to side of entrance door
9. PPC metal straps to form space for planting trough on sill (troughs not provided)

Front Elevation showing Materials



This drawing is to be read in conjunction with dwg no 18027(05)122 - House Type A3 - Plans.

This drawing must not be scaled. Figured dimensions and levels to be used. Any inaccuracies must be notified to the architect. Detail drawings and large scale drawings take precedence over smaller drawings.

Rev: DWG 18027(05)122 SPLIT INTO - 122-HOUSE TYPE - PLANS & 125 - HOUSE TYPE - ELEVATIONS. Previous Revisions A & B on dwg no 18027(05)122. Front door and canopy revised and materials schedule updated. Kitchen Cill level amended. C.L./ M.B. 06.12.2018

Rev:

Rev:

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

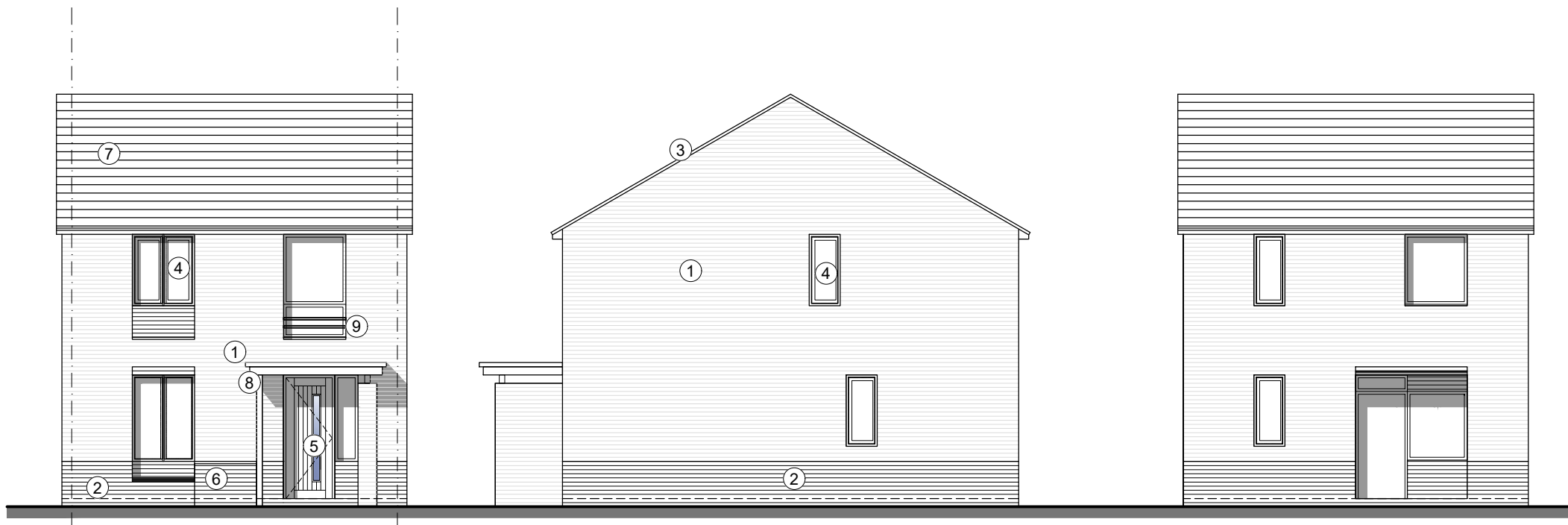
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Drawing No. 18027 (05) 125 - Rev.

Contract: Residential Development: Former Rumney High
Rumney, Cardiff for CHPP
Title: House Type A3 - Elevations

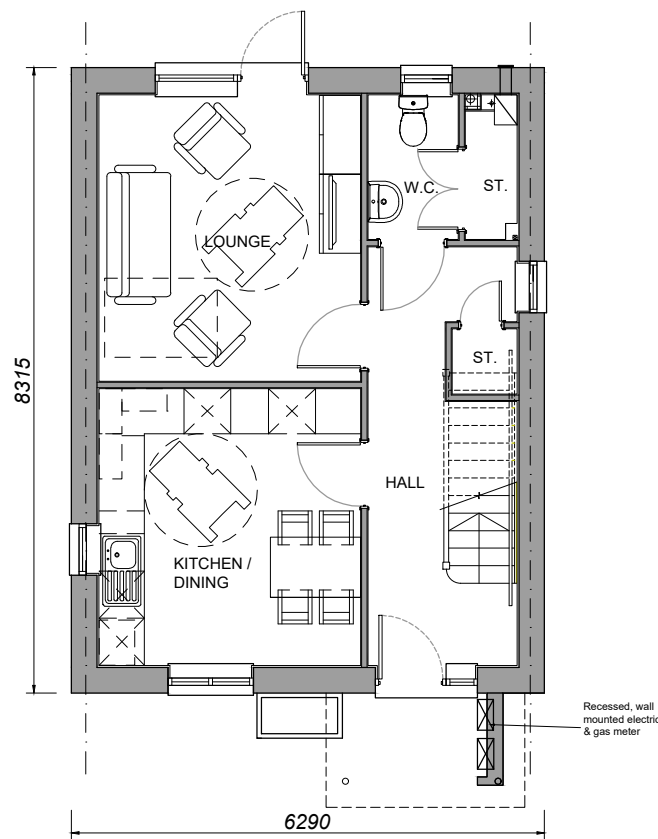
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Date: Dec 2018
Drawn: C.L.
Checked: -



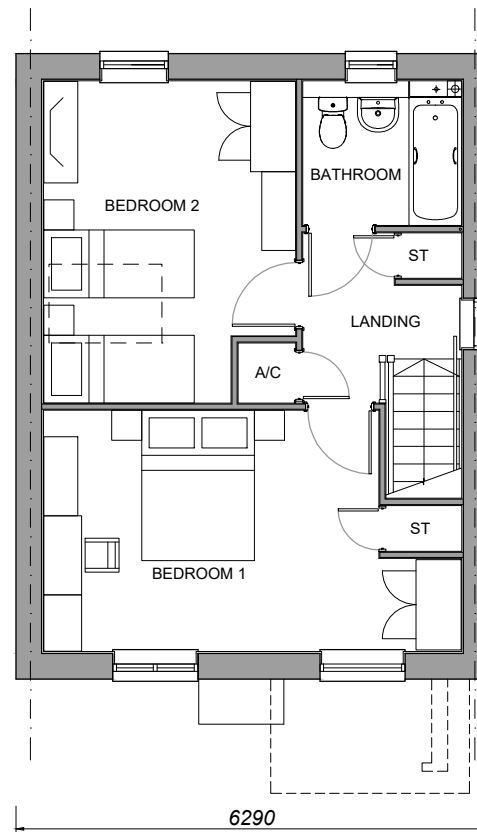
FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Materials Schedule

1. Main Wall Facing Brickwork
2. Contrasting Facing Brickwork
3. Dry Verge Continuous Profile
4. Grey Upvc/Composite Window System
5. Coloured Upvc/Composite Front Door System with Sidelight / Fanlight (colours vary per plot)
6. Planting trough construction, red-facing brickwork to match no.2.
7. Large Format Concrete Tile. Colour: brown or grey (colour varies per plot).
8. Timber post canopy/trellis/seat to side of entrance door
9. PPC metal straps to form space for planting trough on sill (troughs not provided)

This drawing must not be scaled. Figured dimensions and levels to be used. Any inaccuracies must be notified to the architect. Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:			
-	First Issue.	C.L. 14.09.18	Rev:
A	Planning Issue	E.B. 22.10.18	
B	Front door and canopy revised and materials schedule updated.	C.L./ MB T.B.C.	

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PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

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Drawing No.	Rev.
18027 (05) 120	B

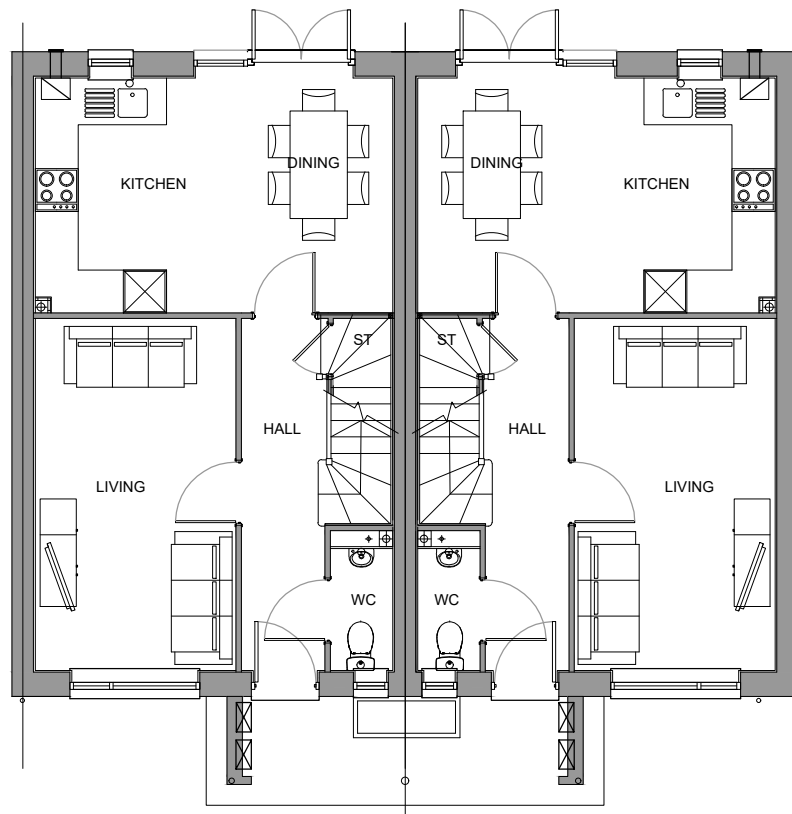
Contract:	Residential Development: Former Rumney High	Scale:	1:100 @ A3
	Rumney, Cardiff for CHPP	Date:	Sept 2018
Title:	House Type A1 - Plans & Elevations	Drawn:	C.L.
		Checked:	.



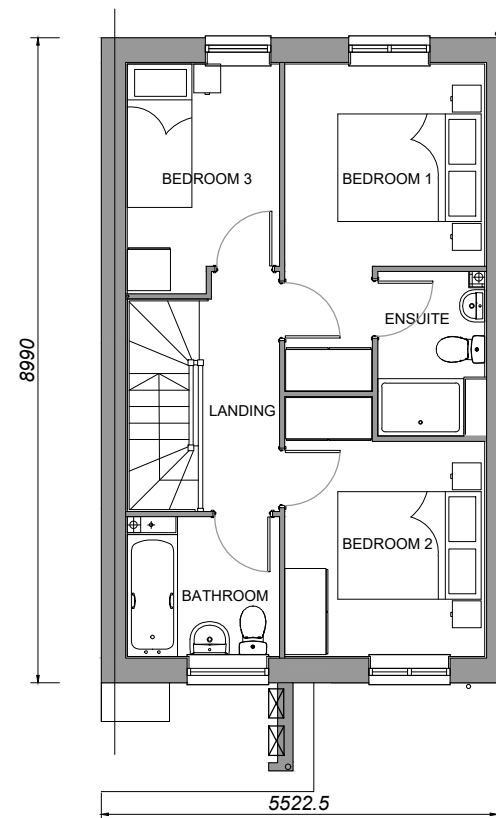
FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION



GROUND FLOOR



FIRST FLOOR

Materials Schedule

1. Main Wall Facing Brickwork
2. Contrasting Facing Brickwork
3. Dry Verge Continuous Profile
4. Grey Upvc/Composite Window System
5. Coloured Upvc/Composite Front Door System with Sidelight / Fanlight (colours vary per plot)
6. Planting trough construction, red-facing brickwork to match no.2.
7. Large Format Concrete Tile. Colour: brown or grey (colour varies per plot).
8. Timber post canopy/trellis/seat to side of entrance door
9. PPC metal straps to form space for planting trough on sill (troughs not provided)

This drawing must not be scaled.
Figured dimensions and levels to be used.
Any inaccuracies must be notified to the architect.
Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:	Description	Date
-	First Issue.	C.L. 14.09.18
A	Planning Issue.	E.B. 22.10.18
B	Front door and canopy revised and materials schedule updated. C.L. level of ground floor WC and kitchen window revised.	C.L. / MB T.B.C.

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TENDER	
CONSTRUCTION	

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Contract: Residential Development: Former Rumney High
Rumney, Cardiff for CHPP
Title: House Type C2 - Plans & Elevations

Drawing No.	Rev.
18027 (05) 112	B

Scale: 1:100 @ A3
Date: Sept 2018
Drawn: C.L.
Checked: .

Applications decided by Delegated Powers between 03/12/2018 and 31/12/2018

Total Count of Applications: 190

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>
17/02902/MJR	30/11/2017	Cardiff Community Housing Association	DEMOLITION OF EXISTING LONGCROSS HOUSE AND THE CONSTRUCTION OF 35 AFFORDABLE RESIDENTIAL UNITS	LONGCROSS HOUSE, LONGCROSS STREET, ADAMSDOWN, CARDIFF, CF24 0JW	383	False	Permission be granted	18/12/2018
18/02783/MJR	28/11/2018	HESP	VARIATION OF CONDITION 2 TO SUBSTITUTE PLAN P600_L_202 WITH P600_L_202 REVISION A, AND THE RE-WORDING OF CONDITION 7 TO REFLECT THE NEW BATHROOM/LIVING ROOM LAYOUT TO FLAT 9 IN RESPECT OF THE OBSCURED WINDOW - PREVIOUSLY APPROVED UNDER OF 16/02867/MJR	CANADIAN HOTEL, 143 PEARL STREET, ADAMSDOWN, CARDIFF, CF24 1PN	8	True	Permission be granted	06/12/2018
<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>
18/00901/MNR	17/04/2018	Iqbal	GROUND FLOOR REAR EXTENSION AND CONVERSION OF GROUND FLOOR TO 3 FLATS	64 NEWPORT ROAD, ADAMSDOWN, CARDIFF, CF24 0DF	234	False	Permission be granted	07/12/2018
18/02367/MNR	15/10/2018	Beecher	ADDITION OF FIRST FLOOR ABOVE EXISTING GARAGE/STORE TO CREATE A TWO STOREY DWELLING	REAR OF 149 BROADWAY, ADAMSDOWN, CARDIFF, CF24 1QG	56	True	Planning Permission be refused	10/12/2018
18/02533/MNR	29/10/2018	Meredith	REGULARISATION OF EXISTING 6 BEDROOM HOUSE IN MULTIPLE OCCUPATION	34 SAPPHIRE STREET, ADAMSDOWN, CARDIFF, CF24 1PZ	37	True	Permission be granted	05/12/2018

18/02716/MNR	19/11/2018	Strategic Estates, Cardiff County Council	DISCHARGE OF CONDITION 3 (LANDSCAPE) OF 18/00655/MNR	ADAMSDOWN COMMUNITY HALL, METAL STREET, ADAMSDOWN, CARDIFF, CF24 0LZ	21	True	Full Discharge of Condition	10/12/2018
18/02794/MNR	28/11/2018	Debesai	VARIATION OF CONDITION 3 OF 18/01982/MNR TO CHANGE OPENING HOURS TO 07:00 TO 23:00 MONDAY TO SATURDAY AND 08:00 TO 23:00 ON SUNDAY	14 BROADWAY, ADAMSDOWN, CARDIFF, CF24 1NF	30	True	Permission be granted	28/12/2018

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>
18/02512/MJR	26/10/2018	RGB Group	DISCHARGE OF CONDITIONS 13 (REMEDIATION SCHEME), 14 (CONTAMINATION), 16 (AGGREGATE), 17 (IMPORTED SOIL), 18 (SITE WON RECYCLED AGGREGATE MATERIALS), 21 (MECHANICAL EXTRACTION) AND 29 (TRAVEL PLAN) OF PLANNING PERMISSION 16/00547/MJR	PLOT 5, PIERHEAD STREET, CARDIFF BAY	55	True	Full Discharge of Condition	20/12/2018
18/02611/MJR	09/11/2018	Aviva Life & Pensions UK Limited	VARIATION OF CONDITIONS 1C AND 1D OF 15/03079/MJR TO ALLOW THE EXTENSION OF TIME PERIOD IN WHICH AN APPLICATION FOR THE APPROVAL OF RESERVED MATTERS MAY BE MADE TO A FURTHER 3 YEARS AND AN EXTENSION TO THE PERIOD IN WHICH COMMENCEMENT MAY TAKE PLACE FOR A FURTHER FIVE YEARS OR BY A FURTHER TWO YEARS FROM THE DATE OF THE LAST OF THE RESERVED MATTERS TO BE APPROVED, WHICHEVER IS THE LATEST	PLOT 2 ASSEMBLY SQUARE, BRITANNIA QUAY, CARDIFF BAY	34	True	Permission be granted	13/12/2018

<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>
18/02395/MNR	10/10/2018	Cooper	RUN A THIN FIBRE CONCEALED CABLE BEHIND THE EXISTING DOWN-PIPE LOCATED AT THE FRONT OF THE BUILDING, AND AN ANGLED ENTRY INTO THE BUILDING TO MINIMISE ANY VISIBLE CABLE WORK TO THE FACADE OF THE LISTED BUILDING	ELEVATOR DESIGN LTD, SUITE 8, 33-35 WEST BUTE STREET, BUTETOWN, CARDIFF, CF10 5LH	65	False	Permission be granted	14/12/2018
18/02156/MNR	12/09/2018	GARCIA	NEW DWELLING ON LAND ADJACENT TO CRAIGLEE DRIVE	PART OF LAND AT 13 CRAIGLEE DRIVE, ATLANTIC WHARF, CARDIFF, CF10 4BN	84	False	Permission be granted	05/12/2018
18/02297/MNR	03/10/2018	Cardiff Council	RETENTION OF DEMOUNTABLE CLASSROOM (APPROVED ON PLANNING APPLICATION 07/02663/C) UNTIL 31ST AUGUST 2021	ST MARY THE VIRGIN PRIMARY SCHOOL, 5 NORTH CHURCH STREET, BUTETOWN, CARDIFF, CF10 5HB	63	False	Permission be granted	05/12/2018
18/02341/MNR	10/10/2018	Spectrum Internet	INSTALLATION OF A COMMUNICATIONS CABINET TO ENABLE THE DELIVERY OF FULL FIBRE BROADBAND	LAND AT BUTE STREET, CITY CENTRE	56	True	Permission be granted	05/12/2018

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>
18/02707/DCH	16/11/2018	Cuddihy	DEMOLISH EXISTING OUTBUILDING (SHED). CONSTRUCT NEW SINGLE STOREY LEAN-TO EXTENSION FOR KITCHEN AND DINING, TO REAR OF PROPERTY. CONVERT LOFT AND INTRODUCE NEW FLAT ROOF DORMER TO REAR OF PROPERTY. CONSTRUCT NEW SHED IN GARDEN	73 HEOL CARNAU, CAERAU, CARDIFF, CF5 5NF	38	True	Permission be granted	24/12/2018

<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>
18/02691/MJR	19/11/2018	Wates Residential	DISCHARGE OF CONDITION 12 (SCHEME OF CONSTRUCTION MANAGEMENT) OF 17/00969/MJR	WOODLAND VIEW, HEOL TRELAI, CAERAU, CARDIFF, CF5 5LJ	38	True	Full Discharge of Condition	27/12/2018
18/02770/MJR	03/12/2018	Wates Residential	ALTERATIONS AS FOLLOWS: OMISSION OF SIDE WINDOWS EAST FACING TO PLOTS 03-06 AND THE WEST FACING ELEVATION OF PLOTS 07-10 CHANGE FROM 'WET' MORTAR BEDDED VERGE CONSTRUCTION, TO 'DRY' VERGE SYSTEM FOR ROOF CONSTRUCTION TO ALL UNITS ACROSS THE SITE PREVIOUSLY APPROVED UNDER 17/00969/MJR	FORMER TY NEWYDD CARE HOME, 343 HEOL TRELAI, CAERAU, CARDIFF, CF5 5LJ	4	True	Permission be granted	07/12/2018

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>
18/02023/DCH	31/08/2018	Millar	REPLACE BOUNDARY FENCE WITH NEW BLOCK/BRICK RETAINING WALL WITH TIMBER FENCE ABOVE	71 VERALLO DRIVE, CANTON, CARDIFF, CF11 8DT	105	False	Permission be granted	14/12/2018
18/02577/DCH	05/11/2018	Wilson	SINGLE STOREY REAR AND SIDE ELEVATION EXTENSION COMPRISING OF BATHROOM TO REAR AND CONSERVATORY TYPE PORCH TO SIDE	100 BROAD STREET, CANTON, CARDIFF, CF11 8BW	44	True	Permission be granted	19/12/2018
18/02567/DCH	05/11/2018	Thomas	DEMOLITION OF EXISTING REAR SINGLE STOREY ANNEXE AND EXTENSION AND CONSTRUCTION OF NEW SINGLE STOREY EXTENSION TO PROVIDE EXTENDED LIVING SPACE AND UTILITY ROOM	5 PENCISELY CRESCENT, CANTON, CARDIFF, CF5 1DS	36	True	Permission be granted	11/12/2018

18/02574/DCH	05/11/2018	POWELL	PROPOSED LOFT CONVERSION WITH DORMER AND NEW GABLE	3 WESTBURY TERRACE, CANTON, CARDIFF, CF5 1FZ	29	True	Permission be granted	04/12/2018
18/02692/DCH	16/11/2018	Mason	SINGLE STOREY REAR EXTENSION	14 LINCOLN STREET, CANTON, CARDIFF, CF5 1JX	18	True	Permission be granted	04/12/2018
18/02646/DCH	12/11/2018	Richards	SINGLE STOREY REAR EXTENSION, INCLUDING DORMER WINDOW TO REAR ELEVATION	14 BURLINGTON TERRACE, CANTON, CARDIFF, CF5 1GG	37	True	Permission be granted	19/12/2018

<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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18/02425/MNR	15/10/2018	C/O James Carter : Alan Barker Partnership	VARIATION OF CONDITION 2 OF 18/00720/MNR TO SUBSTITUTE DRAWINGS AMENDING GARDEN LEVELS	PROPOSED NEW DWELLING ON LAND AT 7, BROADACRES, CANTON	63	False	Permission be granted	17/12/2018
18/02271/MNR	25/09/2018	HALBERT	PROPOSED CONVERSION OF COMMERCIAL UNIT TO FORM A 2 BEDROOM FLAT	354-356 COWBRIDGE ROAD EAST, CANTON, CARDIFF, CF5 1HE	80	False	Permission be granted	14/12/2018
18/02589/MNR	12/11/2018	Cochlin	REMOVAL OF PLANNING CONDITION NO 13 OF 12/01228/DCO RELATING TO THE CODE FOR SUSTAINABLE HOMES AS NO LONGER A REQUIREMENT	CLIVE ROAD HALL, CORNER OF CLIVE ROAD & DAISY STREET, CANTON, CARDIFF	28	True	Permission be granted	10/12/2018

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>
18/02437/DCH	17/10/2018	Zheng	SINGLE STOREY REAR EXTENSION	18 BRUCE STREET, CATHAYS, CARDIFF, CF24 4PJ	51	True	Permission be granted	07/12/2018

18/02006/DCH	03/09/2018	Richards	REPLACEMENT GARAGE DOOR AND RETENTION OF FRONT REPLACEMENT BALCONY.	20 QUEEN ANNE SQUARE, CATHAYS PARK, CARDIFF, CF10 3ED	95	False	Permission be granted	07/12/2018
<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>
18/02353/MJR	09/10/2018	Legal & General Investment Management	PARTIAL CHANGE OF USE OF BASEMENT AREA FROM ACTIVITY STUDIO ASSOCIATED WITH OFFICE USE TO D1 / D2 USE	HODGE HOUSE, 114-116 ST MARY STREET, CITY CENTRE	59	False	Permission be granted	07/12/2018
18/02391/MJR	24/10/2018	Douglas Gregg (Fishguard)	PROPOSED INTERNAL ALTERATIONS TO ALLOW CONVERSION FROM A HOSTEL TO A DWELLINGHOUSE	3 WESTGATE STREET, CITY CENTRE, CARDIFF, CF10 1DD	49	True	Permission be granted	12/12/2018
18/02527/MJR	05/11/2018	Vita (Cardiff) 1 Limited	VARIATION OF CONDITION 2 (APPROVED PLANS) OF 17/01417/MJR	BRADLEY COURT, 11 PARK PLACE, CATHAYS PARK, CARDIFF, CF10 3DR	46	True	Permission be granted	21/12/2018
18/02579/MJR	07/11/2018	Cardiff University	DISCHARGE OF CONDITION 16 (REMEDICATION STRATEGY, IMPLEMENTATION AND VERIFICATION PLAN) OF 15/02724/MJR	FORMER MAINDY SIDINGS SITE, ADJACENT TO MAINDY ROAD AND NORTH OF UNIVERSITY OPTOMETRY BUILDING, MAINDY ROAD, CATHAYS, CARDIFF	26	True	Full Discharge of Condition	03/12/2018
<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>
18/02529/MNR	02/11/2018	Wolfson Ltd	CONVERSION OF HOUSE IN MULTIPLE OCCUPATION PROPERTY INTO FOUR 1-BEDROOM SELF CONTAINED FLATS WITH REAR SINGLE STOREY AND FIRST FLOOR EXTENSIONS WITH LOFT CONVERSION AND REAR DORMER	12 RICHARDS STREET, CATHAYS, CARDIFF, CF24 4DA	48	True	Permission be granted	20/12/2018

18/02621/MNR	08/11/2018	Piazza Estates Ltd	PROPOSED CHANGE OF USE FROM CLASS A1 (RETAIL) TO A MIXED CLASS A1/A3 (RETAIL/RESTAURANT) USE	103 CATHAYS TERRACE, CATHAYS, CARDIFF, CF24 4XQ	42	True	Permission be granted	20/12/2018
18/02448/MNR	17/10/2018	Quin Freehold Ltd	GROUND AND FIRST FLOOR REAR EXTENSION AND INTERNAL ALTERATIONS FOR TO FORM AN ADDITIONAL TWO NO. ONE BEDROOM (C3) APARTMENTS	27 LLANBLEDDIAN GARDENS, CATHAYS	65	False	Permission be granted	21/12/2018
18/02616/MNR	08/11/2018	Mansford Core 2	CHANGE OF USE FROM A1 TO A3	16 HIGH STREET ARCADE, CITY CENTRE, CARDIFF, CF10 1BB	50	True	Permission be granted	28/12/2018
A/18/00123/MNR	01/11/2018	Jones	NEW SIGNAGE	14 CHURCHILL WAY, CITY CENTRE, CARDIFF, CF10 2DX	41	True	Permission be granted	12/12/2018
A/18/00124/MNR	19/10/2018	A Space In The City	SIGNAGE	PARK LANE STUDENT LIVING, PARK LANE, CATHAYS PARK	56	True	Permission be granted	14/12/2018
18/02400/MNR	11/10/2018	Old Havana (Cardiff) Ltd	INSTALLATION OF NEW SHOP FRONT, RESTORATION WORKS TO THE EXTERNAL FACADE, AND MINOR INTERNAL ALTERATIONS	6 HIGH STREET, CITY CENTRE, CARDIFF, CF10 1AW	61	False	Permission be granted	11/12/2018
18/02359/MNR	13/11/2018	McCarthy	FIRST FLOOR EXTENSION TO REAR	19 WINDSOR PLACE, CITY CENTRE, CARDIFF, CF10 3BZ	38	True	Permission be granted	21/12/2018
A/18/00134/MNR	16/11/2018	FatFace Ltd	1 NO ILLUMINATED SHOPFRONT FASCIA SIGN	FAT FACE LTD, 39 THE HAYES, CITY CENTRE, CARDIFF, CF10 1GA	25	True	Permission be granted	11/12/2018

CRE

<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>
18/02344/DCH	03/10/2018	King	EXTENSION OF AN EXISTING OUTBUILDING	THE COTTAGE, CROFFT-Y-GENAU ROAD, ST FAGANS, CARDIFF, CF5 6DU	77	False	Permission be granted	19/12/2018

CYNC

<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>
18/01768/DCH	28/08/2018	Thomas	TWO STOREY SIDE EXTENSION TOGETHER WITH CONVERSION	2 DAN-Y-COED CLOSE, CYNCOED, CARDIFF, CF23 6NJ	114	False	Permission be granted	20/12/2018
18/02384/DCH	15/10/2018	Dar	DEMOLITION OF EXISTING GARAGE AND CONSTRUCTION OF ANNEXE	11 CARNEGIE DRIVE, LAKESIDE, CARDIFF, CF23 6DH	57	False	Permission be granted	11/12/2018
18/01865/DCH	02/10/2018	Llewellyn	FIRST FLOOR SIDE EXTENSION ABOVE EXISTING GROUND FLOOR LIVING AREA	35 DUFFRYN AVENUE, LAKESIDE, CARDIFF, CF23 6LE	69	False	Permission be granted	10/12/2018
18/02501/DCH	24/10/2018	Potter	LOFT CONVERSION WITH HIP TO GABLE END ROOF EXTENSION & REAR DORMER	12 BEATTY AVENUE, ROATH PARK, CARDIFF, CF23 5QT	44	True	Permission be granted	07/12/2018
18/02304/DCH	10/10/2018	WPI ESTATES LTD	PROPOSED ALTERATIONS TO EXISTING WINDOW OPENINGS, CONSTRUCTION OF NEW 2 STOREY BAY TO NORTH ELEVATION, 2 NEW DOORS TO SOUTH ELEVATION, PATIO DOORS TO WEST ELEVATION, ENLARGED TERRACE AREA AND OTHER INTERNAL ALTERATIONS TO PROPERTY	2 CEFN COED ROAD, CYNCOED, CARDIFF, CF23 6AQ	54	True	Permission be granted	03/12/2018
18/02588/DCH	09/11/2018	Lynn	DEMOLITION OF EXISTING SINGLE STOREY REAR EXTENSION AND CONSERVATORY. REPLACED WITH SINGLE STOREY EXTENSION AND LEAN TO ROOF. HIP TO GABLE ROOF EXTENSION AND ATTIC CONVERSION	THE RETREAT, 4 PENDRAW PLACE, CYNCOED, CARDIFF, CF23 6JS	38	True	Permission be granted	17/12/2018
18/02653/DCH	12/11/2018	Harrison	PROPOSED ENTRANCE PORCH TO FRONT OF THE PROPERTY	49 LLYSWEN ROAD, CYNCOED, CARDIFF, CF23 6PP	30	True	Permission be granted	12/12/2018

18/02582/DCH	08/11/2018	Wang	PROPOSED REAR DORMER TO PROPERTY AND REAR SINGLE STOREY EXTENSION	9 CLEARWATER WAY, LAKESIDE, CARDIFF, CF23 6DJ	32	True	Permission be granted	10/12/2018
18/02596/DCH	06/11/2018	PRICE	SINGLE STORY EXTENSION TO SIDE AND REAR	49 FIDLAS AVENUE, CYNCOED, CARDIFF, CF14 0NZ	35	True	Permission be granted	11/12/2018
<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>
18/02413/MNR	19/10/2018	Sunrise Senior Living	EXTENSION OF SECOND FLOOR LOBBY ONTO EXISTING TERRACE AND NEW DORMER WINDOWS AND ALTERATIONS ON SOUTH ELEVATION	SUNRISE OF CARDIFF, 127 CYNCOED ROAD, CYNCOED, CARDIFF, CF23 6AF	47	True	Permission be granted	05/12/2018
18/02220/MNR	08/10/2018	Loizos	PART DEMOLITION OF EXISTING DWELLING AND CREATION OF NEW DWELLING	PART OF LAND AT 1 FIDLAS AVENUE, CYNCOED, CARDIFF, CF14 0NX	60	False	Planning Permission be refused	07/12/2018
17/02132/MNR	03/10/2017	Representative Body of the Church in Wales	DETAILED PROPOSALS FOR THE REPLACEMENT OF THE EXISTING CHURCH HALL, LANDSCAPING, AND RECONFIGURATION OF THE CARPARK, AND OUTLINE PROPOSALS FOR A NEW SINGLE DWELLING TO THE WEST OF THE CAR PARK.	CHRIST CHURCH PARISH CHURCH, LAKE ROAD NORTH, ROATH PARK, CARDIFF, CF23 5QN	430	False	Permission be granted	07/12/2018

FAIR

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18/02727/DCH	20/11/2018	Davies	LOFT CONVERSION - FLAT ROOF DORMER EXTENSION TO THE REAR OF THE PROPERTY	35 BROOK ROAD, FAIRWATER, CARDIFF, CF5 3AW	14	True	Permission be granted	04/12/2018

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18/01184/MJR	04/06/2018	Redrow Homes (South Wales)	APPLICATION FOR THE APPROVAL OF RESERVED MATTERS (APPEARANCE, SCALE, LAYOUT, LANDSCAPING AND NON-STRATEGIC ACCESS) FOR THE DEVELOPMENT OF 71 DWELLINGS FORMING PART 1 OF PHASE 2A PURSUANT TO OUTLINE PERMISSION 14/02157/MJR	PART 1 OF PHASE 2A, SOUTH OF LLANTRISANT ROAD, NORTH WEST CARDIFF	198	False	Permission be granted	19/12/2018

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18/02465/MNR	19/10/2018	FORDHAM	DISCHARGE OF CONDITION 3 (DRAINAGE) OF 16/00739/MNR	SUNNYBANK, PLAS MAWR ROAD, FAIRWATER, CARDIFF, CF5 3XN	49	True	Full Discharge of Condition	07/12/2018
18/02776/MNR	27/11/2018	Mr Coffi (Bunker Station) Ltd	NON MATERIAL AMENDMENT TO ADD 'RATIONAL 'SELF COOKING CENTRE' TO THE LIST OF APPLIANCES SPECIFIED PREVIOUSLY APPROVED UNDER 18/01979/MNR	176 ST FAGANS ROAD, FAIRWATER, CARDIFF, CF5 3EW	14	True	Permission be granted	11/12/2018

GABA

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18/02751/DCH	22/11/2018	Rankin	FLAT ROOF DORMER TO THE REAR OF THE PROPERTY, TO BE TILED IN MATCHING COLOUR TO EXISTING ROOF - TWO WINDOWS IN THE DORMER, ONE TO BE OBSCURED GLASS. ONE VELUX WINDOW TO THE FRONT OF THE PROPERTY	67 HEATHFIELD ROAD, GABALFA, CARDIFF, CF14 3JX	19	True	Permission be granted	11/12/2018

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18/01592/MJR	05/07/2018	Wates Residential	DISCHARGE OF CONDITION 18 (LIGHTING SCHEME) OF 17/01691/MJR	BRIARDENE, NORTH ROAD, GABALFA, CARDIFF, CF14 3BL	154	False	Full Discharge of Condition	06/12/2018

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18/02378/MNR	23/10/2018	Sutton	CONVERSION OF FIRST FLOOR RETAIL / OFFICES, BACK TO RESIDENTIAL AND ALTERATIONS TO GROUND FLOOR FRONTAGE	85 WHITCHURCH ROAD, GABALFA, CARDIFF, CF14 3JP	43	True	Permission be granted	05/12/2018
18/02140/MNR	12/09/2018	ALDI Stores Ltd.	MINOR CHANGE TO THE BOUNDARY OF THE APPROVED ALDI FOODSTORE CAR PARK TO ALLOW A MINOR RECONFIGURATION OF THE CAR PARK	UNIT B, EXCELSIOR INDUSTRIAL ESTATE, BATCHELOR ROAD, GABALFA, CARDIFF, CF14 3AX	93	False	Permission be granted	14/12/2018

GRAN

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18/02520/DCH	01/11/2018	Hirani	PART SINGLE, PART TWO STOREY EXTENSION WITH ACCOMODATION IN ROOF SPACE AND SIDE DORMER AND NEW REAR DORMER EXTENSION TO ROOF	52 DINAS STREET, GRANGETOWN, CARDIFF, CF11 6QZ	49	True	Planning Permission be refused	20/12/2018
18/02171/MNR	20/09/2018	Laverick	PROPOSED 2 NO SEMI-DETACHED 3 BEDROOM HOUSES	LAND REAR OF 39-49 FERRY ROAD, FERRY ROAD, GRANGETOWN	78	False	Planning Permission be refused	07/12/2018

18/02626/DCH	09/11/2018	Robinson	SINGLE STOREY EXTENSION TO THE SIDE OF THE EXISTING HOUSE	9 LANGHAM WAY, LECKWITH, CARDIFF, CF11 8BJ	35	True	Permission be granted	14/12/2018
18/02550/DCH	06/11/2018	Khatun	PROPOSED LOFT CONVERSION WITH REAR DORMER EXTENSION, AND SINGLE STOREY REAR EXTENSION(S)	81 CORPORATION ROAD, GRANGETOWN, CARDIFF, CF11 7AQ	31	True	Permission be granted	07/12/2018
<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>
18/00529/MJR	07/03/2018	Pegasus Construction (Clive Lane) Ltd	REMOVAL OF 2,756M3 OF EARTH TO CREATE LEVEL DEVELOPMENT PLATEAU (RETROSPECTIVE), ERECTION OF 12 NO. ONE AND TWO BEDROOM APARTMENTS, CAR PARKING, HARD AND SOFT LANDSCAPING AND ANCILLARY WORKS	LAND AT JUNCTION OF FERRY ROAD AND CLIVE LANE, GRANGETOWN, CARDIFF	285	False	Permission be granted	17/12/2018
18/02700/MJR	16/11/2018	Natural Resources Wales	MARINE AND COASTAL ACCESS ACT 2009: PART 4 MARINE LICENSING CARDIFF OVERHEAD LINE EQUIPMENT FOUNDATION WORKS (CML1854)	RAILWAY BRIDGE AT TAFFS MEAD EMBANKMENT, GRANGETOWN	34	True	Raise No Objection	20/12/2018
<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>
18/00994/MNR	04/05/2018	Egeh	CONVERT A SINGLE DWELLING HOUSE INTO THREE SEPARATE FLAT UNITS WITH A GROUND FLOOR REAR EXTENSION AND REAR DORMER	23 CAMBRIDGE STREET, GRANGETOWN, CARDIFF, CF11 7DH	231	False	Permission be granted	21/12/2018
18/02605/MNR	07/11/2018	Lok'nStore Ltd	DISCHARGE OF CONDITION 2 (CYCLE PARKING) OF 18/01622/MNR	234 PENARTH ROAD, LECKWITH, CARDIFF, CF11 8TU	44	True	Full Discharge of Condition	21/12/2018

18/02657/MNR	13/11/2018	Moomalu Ltd	CHANGE OF USE FROM C3 TO C4 HOUSE IN MULTIPLE OCCUPATION	45 FERNDALE STREET, GRANGETOWN, CARDIFF, CF11 7AZ	45	True	Permission be granted	28/12/2018
18/02146/MNR	08/10/2018	Amin	TWO STOREY REAR EXTENSION AND DORMER LOFT CONVERSION TO CREATE 8 BED HOUSE IN MULTIPLE OCCUPATION	241 PENARTH ROAD, GRANGETOWN, CARDIFF, CF11 6FS	65	False	Permission be granted	12/12/2018
18/02205/MNR	18/09/2018	WM Morrison Supermarkets PLC	ERECTION OF 1 NO. USE CLASS A1 / A3 DRIVE THRU' COFFEE SHOP WITH CAR PARKING, DRIVE THRU' LANE, HARD AND SOFT LANDSCAPING, REFUSE AREAS AND ASSOCIATED WORKS	WM MORRISONS, INTERNATIONAL DRIVE, GRANGETOWN, CARDIFF, CF11 0JP	83	False	Permission be granted	10/12/2018
A/18/00135/MNR	20/11/2018	Sytner Group	SIGNAGE	287 PENARTH ROAD, LECKWITH, CARDIFF, CF11 8TT	21	True	Permission be granted	11/12/2018
18/02845/MNR	04/12/2018	Cardiff Poultry Ltd	ALTER POSITIONS OF WINDOWS AND DOORS - PREVIOUSLY APPROVED UNDER 18/02180/MNR	UNIT 4, GULF WORKS, 289 PENARTH ROAD, LECKWITH, CARDIFF, CF11 8TT	7	True	Permission be granted	11/12/2018
A/18/00129/MNR	05/11/2018	ALDI Stores Ltd.	ERECTION OF NO. 2 ILLUMINATED SIGNS	ALDI, CARDIFF BAY RETAIL PARK, FERRY ROAD, GRANGETOWN, CARDIFF, CF11 0JR	36	True	Permission be granted	11/12/2018

HEAT

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18/02042/DCH	03/09/2018	Phillips	REAR RAISED DECKING AREA	42 MANOR WAY, WHITCHURCH, CARDIFF, CF14 1RH	100	False	Permission be granted	12/12/2018
18/02570/DCH	05/11/2018	Elliott	TWO STOREY SIDE EXTENSION, SINGLE STOREY REAR EXTENSION AND LOFT CONVERSION WITH DORMER ROOF	120 HEATHWOOD ROAD, HEATH, CARDIFF, CF14 4BQ	44	True	Permission be granted	19/12/2018

18/02740/DCH	21/11/2018	Mathews	LOFT CONVERSION TO INCLUDE A HIP TO GABLE EXTENSION PLUS A FULL WIDTH REAR DORMER. AN OBSCURE GLAZED, UN-OPENING WINDOW TO THE GABLE END, WITH TWO VELUX WINDOWS TO THE FRONT ELEVATION, AND 2 GREY UPVC WINDOWS TO THE REAR DORMER, ONE IN OBSCURE GLAZING. REAR DORMER TO BE TILED IN MATCHING COLOUR TO THE EXISTING	45 ST CADOC ROAD, HEATH, CARDIFF, CF14 4ND	13	True	Permission be granted	04/12/2018
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18/02476/MNR	22/10/2018	The Green Kitchen	CHANGE OF USE FROM HAIRDRESSER ON TO A PLANT-BASE HEALTHY CAFE; ALSO SELLING GROCERIES AND ETHICAL GOODS - A1 AND A3 CONSENT	12 PANTBACH ROAD, BIRCHGROVE, CARDIFF, CF14 1UA	53	True	Planning Permission be refused	14/12/2018

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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>
18/02216/DCH	19/09/2018	Jenkins	DETACHED DOUBLE GARAGE AT LOCATION OF APPROVED VEHICULAR ACCESS FROM THE SPINNEY	46 HEOL Y DELYN, LISVANE, CARDIFF, CF14 0SR	79	False	Planning Permission be refused	07/12/2018
18/02587/DCH	12/11/2018	Hurn	TO WIDEN EXISTING CROSSOVER ON THE FRONT DRIVE TO ALLOW FOR 2 CARS TO BE LOCATED ON THE DRIVE, AND OFF ROAD. WE THEN PLAN AN INCREASE TO OUR DRIVE AREA WITH NEW DESIGN WHILE MAINTAINING A FRONT LAWN	7 LLWYN Y PIA ROAD, LISVANE, CARDIFF, CF14 0SX	42	True	Permission be granted	24/12/2018

18/02607/DCH	07/11/2018	Mohamed	VARIATION OF CONDITION 2 (APPROVED PLANS) OF 17/02555/DCH - CHANGE TO PITCH ROOF INSTEAD OF FLAT ROOF	66 CLOS LLYSFAEN, LISVANE, CARDIFF, CF14 0UP	47	True	Permission be granted	24/12/2018
18/02559/DCH	02/11/2018	Edwards	STORM PORCH TO FRONT OF DWELLING	34 MILLWOOD, LISVANE, CARDIFF, CF14 0TL	38	True	Permission be granted	10/12/2018
<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>
18/02329/MJR	02/10/2018	C2J ARCHITECTS & TOWN PLANNERS	DISCHARGE OF CONDITION 10 - (CONSTRUCTION MANAGEMENT PLAN) OF 16/02752/MJR	LOZELLES, CHURCH ROAD, LISVANE, CARDIFF, CF14 0SJ	65	False	Full Discharge of Condition	06/12/2018
18/02585/MJR	07/11/2018	Redrow Homes Ltd	ALTERATIONS TO PLOT 1 - EXTENSION OF THE FRONT GABLE SO IT PROJECTS OUT FROM THE HOUSE; ADDITION OF A GABLE TO THE GARAGE; ADDITIONAL RENDER TO THE FRONT ELEVATION; ADDITIONAL WINDOW TO THE GROUND FLOOR; AND CHANGING THE ROOF TILE FROM FORTICRETE GEMINI JACOBAN TO FORTICRETE GEMINI SLATE GREY - PREVIOUSLY APPROVED UNDER PLANNING PERMISSION NO. 14/02891/MJR AS SUPPLEMENTED BY RESERVED MATTERS APPROVAL NO. 18/00012/MJR	PHASE 1A, CHURCHLANDS LAND NORTH AND EAST OF LISVANE, LISVANE, CARDIFF	28	True	Permission be granted	05/12/2018
<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>

18/01962/MNR	19/09/2018	Cole	BUILD A DWELLING IN GARDEN	PART OF LAND AT BROWN HAZEL, MAERDY LANE, LISVANE, CARDIFF, CF14 0PE	86	False	Planning Permission be refused	14/12/2018
18/02895/MNR	12/12/2018	St Denys Church	DISCHARGE OF CONDITION 5 (LANDSCAPE) OF 17/02722/MNR	7 CHURCH ROAD, LISVANE, CARDIFF, CF14 0SJ	15	True	Full Discharge of Condition	27/12/2018

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18/02620/DCH	08/11/2018	Mr Dave Milinger	EXTENSION TO GARAGE AND HIGHWAY CROSSOVER	1 PICKWICK CLOSE, LLANISHEN, CARDIFF, CF14 9DA	46	True	Permission be granted	24/12/2018
18/02126/DCH	07/09/2018	Walters	ERECTION OF DEMOUNTABLE POOL ENCLOSURE	ROSAPENNA LODGE, LISVANE ROAD, LISVANE, CARDIFF, CF14 0SD	91	False	Permission be granted	07/12/2018
18/02828/DCH	03/12/2018	Niblett	SINGLE STOREY CONSERVATORY ADDITION TO REAR ELEVATION	37 MORRIS AVENUE, LLANISHEN, CARDIFF, CF14 5JW	21	True	Permission be granted	24/12/2018
18/02728/DCH	20/11/2018	Madley	DEMOLISH EXISTING GARAGE & FORM NEW SIDE & REAR SINGLE STOREY EXTENSION	16 EWENNY ROAD, LLANISHEN, CARDIFF, CF14 0NT	34	True	Permission be granted	24/12/2018
18/02917/DCH	12/12/2018	Nelson	PROPOSED EXTERNAL WALL STRAIGHTENED & 2 No. WINDOWS REMOVED. DOUBLE DOORS & FIRST FLOOR CHANGED TO WINDOW - PREVIOUSLY APPROVED UNDER 17/02857/DCH	24 THORNHILL ROAD, LLANISHEN, CARDIFF, CF14 6PF	9	True	Permission be granted	21/12/2018

18/02753/DCH	22/11/2018	Dancey	HIP TO GABLE DORMER PLUS FLAT ROOF REAR DORMER. DORMER TO BE TILED TO MATCH EXISTING ROOF. GABLE WINDOW IS OBSCURE GLAZED, NON OPENING. TWO VELUX WINDOWS TO THE FRONT, TWO UPVC WINDOWS IN THE REAR DORMER	31 MORRIS AVENUE, LLANISHEN, CARDIFF, CF14 5JW	19	True	Permission be granted	11/12/2018
18/02627/DCH	09/11/2018	Rees	CAR PORT EXTENSION ON TO CURRENT GARAGE	26 EVEREST WALK, LLANISHEN, CARDIFF, CF14 5AX	32	True	Permission be granted	11/12/2018

<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>
18/02572/MNR	05/11/2018	Sarak Develoments Ltd	NEW ONE-BEDROOM BUNGALOW	1 MORRIS AVENUE, LLANISHEN, CARDIFF, CF14 5JU	45	True	Planning Permission be refused	20/12/2018
18/02615/MNR	15/11/2018	DAISY DAY CARE	CONVERSION OF EXISTING VACANT OFFICE ACCOMMODATION TO D1 DAY NURSERY, EXTERNAL ALTERATIONS AND ERECTION OF FENCE	UNIT 36-37, CARDIFF BUSINESS PARK, LAMBOURNE CRESCENT, LLANISHEN, CARDIFF, CF14 5GG	39	True	Permission be granted	24/12/2018

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18/02471/DCH	24/10/2018	Worman	DEMOLITION OF EXISTING GARAGE AND DOWNSTAIRS TOILET. SINGLE STOREY EXTENSION TO SIDE OF PROPERTY. LOFT CONVERSION COMPRISING NEW GABLE WALL AND DORMER AT REAR	166 CARDIFF ROAD, LLANDAFF, CARDIFF, CF5 2AD	44	True	Permission be granted	07/12/2018

18/02250/DCH	24/09/2018	Maqueline	CONVERSION OF ROOF SPACE WITH DORMER TO REAR ELEVATION, PROVIDE PLAYROOM, BEDROOM & ENSUITE	CHALCOT, 46 PWLLMELIN ROAD, LLANDAFF, CARDIFF, CF5 2NJ	74	False	Permission be granted	07/12/2018
18/02292/DCH	27/09/2018	Wallace	FIRST FLOOR EXTENSION OVER EXISTING GROUND ROOM (FORMER GARAGE)	CROSSWAYS, 2 BRUTON PLACE, LLANDAFF, CARDIFF, CF5 2ER	70	False	Permission be granted	06/12/2018
18/01940/DCH	12/09/2018	Myers	TWO STOREY SIDE EXTENSION, NEW BALCONY TO FRONT ELEVATION AND A DETACHED GARAGE IN FRONT GARDEN	48 DE BRAOSE CLOSE, DANESCOURT, CARDIFF, CF5 2DJ	99	False	Permission be granted	20/12/2018
18/02569/DCH	05/11/2018	Bennett	REAR ROOF DORMER AND INCREASE RIDGE TO FORM LOFT CONVERSION	10 NICHOLSON WEBB CLOSE, DANESCOURT, CARDIFF, CF5 2RL	36	True	Planning Permission be refused	11/12/2018
18/02629/DCH	20/11/2018	Elliot	DOUBLE STOREY EXTENSION TO SIDE OF PROPERTY	16 NICHOLSON WEBB CLOSE, DANESCOURT, CARDIFF, CF5 2RL	24	True	Permission be granted	14/12/2018
18/02590/DCH	06/11/2018	Thomas	SINGLE STOREY REAR AND SIDE EXTENSION WITH GARDEN ROOM	130 ELY ROAD, LLANDAFF, CARDIFF, CF5 2DA	38	True	Permission be granted	14/12/2018

<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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18/02058/MNR	31/08/2018	Capital, Estates & Operational Services, Cardiff and Vale	RESTORATION AND REPAIR WORKS TO ROOF AND INTERNAL ROOF STRUCTURE	ROOKWOOD HOSPITAL, 18-20 FAIRWATER ROAD, LLANDAFF, CARDIFF, CF5 2YN	105	False	Permission be granted	14/12/2018
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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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18/02558/DCH	07/11/2018	Stoller	CONVERSION OF EXISTING GARAGE AND NEW PITCHED ROOF	47 RIDGEWAY ROAD, LLANRUMNEY, CARDIFF, CF3 4AB	33	True	Permission be granted	10/12/2018
18/02704/DCH	16/11/2018	Mrs Verni Vijayarajah	SINGLE STOREY REAR AND SIDE EXTENSIONS WITH LOFT CONVERSION WITH REAR DORMER	28 CAPTAIN'S VIEW, BRAUNTON CRESCENT, LLANRUMNEY, CARDIFF, CF3 5AD	38	True	Permission be granted	24/12/2018

<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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18/02807/MJR	03/12/2018	Wates Residential	DISCHARGE OF CONDITIONS 7 (REMEDIATION) AND 8 (CONTAMINATION) OF 16/01106/MJR	LAND AT BRAUNTON CRESCENT AND CLEVEDON ROAD, LLANRUMNEY, CARDIFF	17	True	Full Discharge of Condition	20/12/2018
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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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18/02667/MNR	14/11/2018	Longhours Ltd	INSTALLATION OF AN ATM TO THE SHOP FRONT	UNIT 1, LEWIS COURT, MAELFA, LLANEDEYRN, CARDIFF, CF23 9PL	30	True	Permission be granted	14/12/2018
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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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18/02416/DCH	12/10/2018	saleem	REAR LOWER AND GROUND FLOOR EXTENSION AND GARAGE CONVERSION	127 LLANEDEYRN ROAD, PENYLAN, CARDIFF, CF23 9DW	63	False	Permission be granted	14/12/2018
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18/02432/DCH	23/10/2018	Smith	NEW DRIVEWAY AND CROSS OVER	10 CYNCOED ROAD, PENYLAN, CARDIFF, CF23 5SG	52	True	Planning Permission be refused	14/12/2018
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18/02389/DCH	25/10/2018	Tomcait Investments Limited	REPLACEMENT WINDOWS	47 PEN-Y-LAN ROAD, PENYLAN, CARDIFF, CF23 5HZ	49	True	Planning Permission be refused	13/12/2018
18/01496/DCH	26/06/2018	Jenkins	ERECTION OF SINGLE STOREY GARAGE OUTBUILDING	118 KIMBERLEY ROAD, PENYLAN, CARDIFF, CF23 5AF	164	False	Permission be granted	07/12/2018
18/01933/DCH	21/08/2018	Bray	THE CONSTRUCTION OF A REAR PITCHED ROOF DORMER LOFT CONVERSION, WITH A SLATED FINISH TO MATCH THE EXISTING ROOF + INSERT SINGLE CONSERVATION STYLE VELUX ROOFLIGHT TO THE REAR ELEVATION.	11 PEN-Y-LAN PLACE, PENYLAN, CARDIFF, CF23 5HE	125	False	Permission be granted	24/12/2018
18/02661/DCH	20/11/2018	Mayer	PART DEMOLITION OF AN EXISTING LEAN-TO STRUCTURE AND TO CREATE A NEW SINGLE STOREY STRUCTURE TO REAR	8 NEWMINSTER ROAD, ROATH, CARDIFF, CF23 5AP	31	True	Permission be granted	21/12/2018
<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>
18/02623/MNR	12/11/2018	Roath House Surgery	ALTERATIONS TO THE SURGERY INCLUDING A NEW WINDOW ON THE SIDE ELEVATION	ROATH HOUSE SURGERY, 100 PEN-Y-LAN ROAD, PENYLAN, CARDIFF, CF23 5RH	42	True	Permission be granted	24/12/2018
18/02330/MNR	12/10/2018	Natural Resources Wales	REGULARIZATION OF DEMOLITION OF EXTREMELY UNSTABLE, SHORT (APPROX 7M) SECTION OF BOUNDARY WALL BETWEEN CHURCH TERRACE AND WATERLOO GARDENS	WATERLOO GARDENS, ADJACENT TO CHURCH TERRACE, PENYLAN, CARDIFF	56	True	Permission be granted	07/12/2018
18/01432/MNR	14/06/2018	Williams	NEW DETACHED DWELLING ON LAND AT 22 BRANDRETH ROAD PENYLAN CARDIFF	PART OF LAND AT 22 BRANDRETH ROAD, PENYLAN, CARDIFF, CF23 5NW	189	False	Permission be granted	20/12/2018

18/02562/MNR	02/11/2018	McDonald's Restaurants Ltd	INSTALLATION OF NEW "FOLDED ROOF" CONCEPT, COMPRISING OF NEW ALUMINIUM CLADDING TO THE ROOF	378 NEWPORT ROAD, PENYLAN, CARDIFF, CF23 9AE	39	True	Permission be granted	11/12/2018
A/18/00127/MNR	02/11/2018	McDonald's Restaurants Ltd	RELOCATION OF EXISTING AND INSTALLATION OF NEW FASCIA SIGNS. SUITE TO COMPRISE; 3 NO. WHITE "MCDONALD'S" TEXT SIGNS AND 6 NO. YELLOW "GOLDEN ARCH" SYMBOLS	378 NEWPORT ROAD, PENYLAN, CARDIFF, CF23 9AE	39	True	Permission be granted	11/12/2018

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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>
18/02334/DCH	08/10/2018	Chow	SINGLE-STOREY REAR KITCHEN EXTENSION AND REPOSITIONING OF ACCESS DOOR TO SIDE BOUNDARY	110A ALBANY ROAD, ROATH, CARDIFF, CF24 3RT	67	False	Permission be granted	14/12/2018
18/02521/DCH	02/11/2018	Sam O'Connell	ATTIC DORMER EXTENSION WITH A JULIET BALCONY AND REPLACEMENT OF CONSERVATORY ROOF	63 SHIRLEY ROAD, ROATH, CARDIFF, CF23 5HL	42	True	Planning Permission be refused	14/12/2018
18/02556/DCH	07/11/2018	Ramnzi	SINGLE STOREY REAR EXTENSION	13 PRINCES STREET, ROATH, CARDIFF, CF24 3PS	28	True	Permission be granted	05/12/2018
<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>
17/00176/MJR	24/03/2017	Willis Construction Ltd	DISCHARGE OF CONDITIONS 23 (HARD AND SOFT LANDSCAPING) AND 25 (TREES) OF 15/03159/MJR	CARDIFF SIXTH FORM COLLEGE, 97-99 NEWPORT ROAD, ROATH, CARDIFF, CF24 0AG	635	False	Full Discharge of Condition	19/12/2018

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18/01618/MNR	16/07/2018	Copperkite Developments 1.2 Ltd	CONVERSION OF EXISTING FLATS TO 4no. FLATS PLUS REAR EXTENSION.	6 PARTRIDGE ROAD, ROATH, CARDIFF, CF24 3QX	157	False	Permission be granted	20/12/2018
18/02554/MNR	01/11/2018	Property Direct	VARIATION OF CONDITION 2 OF 17/02890/MNR TO CHANGE THE FINISHES	167 CITY ROAD, ROATH, CARDIFF, CF24 3BQ	41	True	Permission be granted	12/12/2018
18/02148/MNR	11/09/2018	Ogbonna	EXTENSION TO FORM DUPLEX FLAT AND SECOND FLOOR ANNEXE EXTENSION, RAISING ANNEXE RIDGE HEIGHT, TO EXTEND FIRST FLOOR REAR FLAT.	3 THE WALK, ROATH, CARDIFF, CF24 3AF	87	False	Permission be granted	07/12/2018
18/02403/MNR	11/10/2018	A H Aggarwal Ltd	DISCHARGE OF CONDITION 9 (REMEDIATION SCHEME) OF PLANNING APPLICATION 15/01197/MNR	1-11 BYRON STREET, ROATH, CARDIFF, CF24 3ED	54	True	Full Discharge of Condition	04/12/2018
18/02474/MNR	26/10/2018	Steadfast Asset Management	CHANGE OF USE FROM DOMESTIC DWELLING (CLASS C3) TO HOUSE IN MULTIPLE OCCUPATION (CLASS C4)	203 ARABELLA STREET, ROATH, CARDIFF, CF24 4SZ	42	True	Permission be granted	07/12/2018
18/02482/MNR	23/10/2018	Salisbury Management Ltd	TWO-STOREY EXTENSION TO THE SIDE AND A SINGLE-STOREY EXTENSION TO THE REAR, AND TO CONVERT THE PROPERTY INTO 4 ONE BEDROOM FLATS	4 SOUTHEY STREET, ROATH, CARDIFF, CF24 3FP	45	True	Permission be granted	07/12/2018
18/02443/MNR	17/10/2018	Aseeley	CONVERSION OF PART GROUND FLOOR AND UPPER FLOORS INTO 4 SELF CONTAINED FLATS WITH EXTERNAL ALTERATIONS	CITY OPTICIANS, 194 CITY ROAD, ROATH, CARDIFF, CF24 3JF	65	False	Permission be granted	21/12/2018
18/02373/MNR	18/10/2018	Amin	REAR DORMER	46 BEDFORD STREET, ROATH	64	False	Permission be granted	21/12/2018
18/02781/MNR	27/11/2018	Gables Star Properties ltd	TO ESTABLISH USE AS A3 (COOKED FOOD TAKE AWAY/ FISH SHOP/CHINESE/ OR INDIAN TAKE AWAY - THIS HAS BEEN PRIOR 01/12/1947)	49 CROFT STREET, ROATH, CARDIFF, CF24 3DY	24	True	Permission be granted	21/12/2018

18/02739/MNR	23/11/2018	Mr and Mrs Tucker	CHANGE OF USE FROM VACANT CLASS A1 (RETAIL) TO CLASS A3 (RESTAURANT/CAFE)	26 WELLFIELD ROAD, ROATH, CARDIFF, CF24 3PB	35	True	Permission be granted	28/12/2018
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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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18/02581/DCH	05/11/2018	Lloyd	GROUND FLOOR REAR EXTENSION	7 BORAGE CLOSE, PONTPRENNAU, CARDIFF, CF23 8SJ	44	True	Permission be granted	19/12/2018
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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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18/00998/MJR	03/05/2018	Bellway Homes Limited (Wales)	RETROSPECTIVE PLANNING APPLICATION FOR THE ERECTION OF RETAINING WALLS AND BOUNDARY FENCING, TOGETHER WITH PROPOSED LANDSCAPE PLANTING AT PLOTS 146 - 150, HIGHFIELDS, PONTPRENNAU.	LAND AT CHURCH ROAD, LLANEDEYRN VILLAGE, PONTPRENNAU/OLD ST MELLONS, CARDIFF	216	False	Permission be granted	05/12/2018
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18/02652/MJR	13/11/2018	Wates Residential	INCLUSION OF A COMMUNAL SPRINKLER PUMP, HOUSED IN A DARK GREEN STEEL CABINET AND LOCATION OF A STREET LIGHTING COLUMN ADJACENT TO PLOT 01 - AMENDED FOR THE SCHEME PREVIOUSLY APPROVED UNDER 17/01704/MJR	11-22, TY-TO-MAEN CLOSE, OLD ST MELLONS, CARDIFF	24	True	Permission be granted	07/12/2018
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18/01371/MNR	08/06/2018	Marogi	DISCHARGE OF CONDITIONS 2 (BOUNDARY DETAILS) AND 4 (DRAINAGE) OF 16/02561/MNR	PART OF LAND AT SOUTHLANDS, 33 MELVILLE AVENUE, OLD ST MELLONS, CARDIFF, CF3 5TZ	186	False	Full Discharge of Condition	11/12/2018
18/00428/MNR	20/03/2018	Randall Brown Developments	PROPOSED DEMOLITION OF LITTLE BEGAN HOUSE AND THE CONSTRUCTION OF THREE DETACHED DWELLINGS TOGETHER WITH A 2 BEDROOM FLAT OVER A DETACHED GARAGE	LITTLE BEGAN HOUSE, BEGAN ROAD, OLD ST MELLONS, CARDIFF, CF3 6XJ	276	False	Planning Permission be refused	21/12/2018
A/18/00126/MNR	05/11/2018	B&Q	NEW CORPORATE IMAGE SIGNAGE INSTALLATION, TO ASSIST IN B&Q NEW LOOK ROLL OUT	B & Q PLC, 7 CARDIFF GATE RETAIL PARK, DERING ROAD, PONTPRENNAU, CARDIFF, CF23 8NL	37	True	Permission be granted	12/12/2018

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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>
18/02509/DCH	26/10/2018	Mr Michael Evans	SINGLE STOREY EXTENSION TO THE SIDE OF THE HOUSE AND DEMOLITION OF GARAGE	TYLA MORRIS FARM, CHURCH ROAD, PENTYRCH, CARDIFF, CF15 9QN	46	True	Permission be granted	11/12/2018
18/02249/MNR	27/09/2018	Davies	A DEVELOPMENT OF 3 No FOUR BEDROOM HOUSES WITH AN INTEGRAL GARAGE	PART OF LAND AT NANT Y COED, CHURCH ROAD, PENTYRCH, CARDIFF, CF15 9QF	85	False	Planning Permission be refused	21/12/2018

18/02672/MNR	20/11/2018	Colosseum Gym Cardiff	CHANGE OF USE TO D2 ASSEMBLY AND LEISURE FOR USE AS A GYM	UNIT 5, FAIRFIELD INDUSTRIAL ESTATE, MAIN ROAD, GWAELOD-Y-GARTH, CARDIFF, CF15 8LA	38	True	Permission be granted	28/12/2018
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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>
18/02332/DCH	05/10/2018	Sowden-Taylor	PROPOSED GROUND FLOOR SINGLE STOREY EXTENSION WITH EXTENDED DECKING TO CREATE OPEN PLAN KITCHEN / DINING AND LIVING SPACE	10 CUCKOOFIELD CLOSE, MORGANSTOWN, CARDIFF, CF15 8FR	70	False	Permission be granted	14/12/2018
18/02821/DCH	30/11/2018	Jenkins	SCOPE OF PROJECT NOW REDUCED TO A SINGLE STOREY LEAN-TO ONLY, OMITTING TWO-STOREY ELEMENT AND SIDE WRAP AROUND - PREVIOUSLY APPROVED UNDER 17/02451/DCH	46 WINDSOR AVENUE, RADYR, CARDIFF, CF15 8BY	21	True	Permission be granted	21/12/2018
<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>
18/01244/MJR	25/05/2018	Redrow Homes (South Wales)	FULL DISCHARGE OF CONDITIONS 17 (TREES) AND 19 (CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN) OF 14/02157/MJR IN RESPECT OF THE AREA COVERED BY RESERVED MATTERS APPLICATION 18/01184/MJR	LAND SOUTH OF LLANTRISANT ROAD, NORTH WEST CARDIFF	195	False	Full Discharge of Condition	06/12/2018
18/02773/MJR	29/11/2018	Redrow Homes	PLOT 123 HOUSETYPES SUBSTITUTION FROM WORCESTER TO SHERBOURNE - PREVIOUSLY APPROVED UNDER 16/02016/MJR	PLOT 123, LAND NORTH OF LLANTRISANT ROAD, ADJACENT TO CLOS PARC RADYR, CARDIFF	19	True	Permission be granted	18/12/2018

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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>
18/01852/DCH	29/10/2018	Mr Gareth Pasley	NEW TIMBER OUTBUILDING IN REAR GARDEN	18 LON-Y-DAIL, RHIWBINA, CARDIFF, CF14 6DZ	49	True	Permission be granted	17/12/2018
18/02406/DCH	24/10/2018	Williams	SINGLE STOREY REAR EXTENSION	3 WAUN-FAWR ROAD, RHIWBINA, CARDIFF, CF14 4SJ	57	False	Permission be granted	20/12/2018
18/02343/DCH	12/10/2018	Hoddinott	PROPOSED TWO STOREY SIDE AND REAR EXTENSION AND SINGLE STOREY REAR EXTENSION	48 ASHGROVE, WHITCHURCH, CARDIFF, CF14 1BG	63	False	Permission be granted	14/12/2018
18/02089/DCH	19/09/2018	Heames	GROUND FLOOR REAR EXTENSION AND LOFT CONVERSION WITH HIP TO GABLE ROOF TO THE REAR, INCLUDING 2 NO. SIDE GABLES. RAISED TERRACE TO REAR OVER LOWER GROUND STORAGE / UTILITY AREA EXTENSION	11 TROED Y RHIW, RHIWBINA, CARDIFF, CF14 6UR	96	False	Permission be granted	24/12/2018
18/02522/DCH	26/10/2018	Lowery	REAR ELEVATION SINGLE STOREY REAR EXTENSION AND FRONT ELEVATION SINGLE STOREY ENTRANCE PORCH	62 ASH GROVE, WHITCHURCH, CARDIFF, CF14 1BG	40	True	Permission be granted	05/12/2018
18/02677/DCH	14/11/2018	Ashley	CONVERSION OF GARAGE AS PROVISION OF PORCH TO FRONT ELEVATION	28 TYLA TEG, PANTMAWR, CARDIFF, CF14 7TL	33	True	Permission be granted	17/12/2018
18/02681/DCH	15/11/2018	Edwards	GROUND FLOOR REAR EXTENSION & LOFT CONVERSION WITH REAR DORMER	41 HEOL-Y-BRYN, RHIWBINA, CARDIFF, CF14 6HX	32	True	Permission be granted	17/12/2018
18/02647/DCH	12/11/2018	Howard	SINGLE STOREY REAR EXTENSION	8 ERW WEN, RHIWBINA, CARDIFF, CF14 6JW	30	True	Permission be granted	12/12/2018

18/02702/DCH	16/11/2018	Jones	HIP TO GABLE LOFT CONVERSION WITH ADDITION OF REAR PITCHED ROOF DORMER, HIP TO GABLE REAR ANNEX ROOF CONVERSION AND ASSOCIATED WORKS	10 HEOL NANT CASTAN, RHIWBINA, CARDIFF, CF14 6RP	35	True	Permission be granted	21/12/2018
18/02649/DCH	12/11/2018	Phillips	VARIATION OF CONDITION 2 OF 18/01162/DCH (SINGLE STOREY ORANGERY TO REAR OF PROPERTY) TO ALLOW APPROVED PLANS TO BE SUBSTITUTED	20 HEOL-YR-EFAIL, RHIWBINA, CARDIFF, CF14 4SR	38	True	Permission be granted	20/12/2018
18/02741/DCH	21/11/2018	Mr John Pearce	CONVERT AN EXISTING FLAT ROOF OVER THE PORCH TO A PITCHED ROOF	9 CLOS BRYNDERI, RHIWBINA, CARDIFF, CF14 6NN	33	True	Permission be granted	24/12/2018
18/02792/DCH	03/12/2018	Lee	HIP TO GABLE AND REAR DORMER EXTENSION	28 HEOL ISCOED, RHIWBINA, CARDIFF, CF14 6PA	21	True	Permission be granted	24/12/2018
18/02797/DCH	28/11/2018	coan	HIP TO GABLE DORMER AND FLAT ROOF DORMER TO THE REAR OF THE PROPERTY	13 HEOL BRIWNANT, RHIWBINA, CARDIFF, CF14 6QF	26	True	Permission be granted	24/12/2018

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18/02032/DCH	29/08/2018	Chowdhury	REAR DORMER ROOF EXTENSION AND FIRST FLOOR REAR BEDROOM EXTENSION.	53 CRADDOCK STREET, RIVERSIDE, CARDIFF, CF11 6EW	103	False	Permission be granted	10/12/2018
18/02712/DCH	28/11/2018	Best of Wales	ALTERATIONS TO CREATE NEW MEANS OF ESCAPE TO FRONT OF BASEMENT FLAT	FLAT 1, 23 FITZHAMON EMBANKMENT, RIVERSIDE, CARDIFF, CF11 6AN	26	True	Permission be granted	24/12/2018
18/02530/DCH	07/11/2018	Walters	CHANGE ROOF TO NEW REAR GARAGE FROM PITCHED ROOF TO FLAT ROOF - PREVIOUSLY APPROVED UNDER 17/00408/DCH	179 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9PL	26	True	Permission be granted	03/12/2018

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18/02497/MNR	24/10/2018	Kaya	CHANGE OF USE TO A CAFE ANCILLARY TO ADJOINING CAFE AT 132 COWBRIDGE ROAD EAST FOR SEATING AND CUSTOMER TOILET WITH ALTERATION TO SHOP FRONT	130 COWBRIDGE ROAD EAST, RIVERSIDE, CARDIFF, CF11 9ND	41	True	Permission be granted	04/12/2018
18/01324/MNR	05/06/2018	Malik	RETENTION OF GROUND & FIRST FLOOR REAR EXTENSION AND CHANGE OF USE TO MANAGERS OFFICE AND FLAT	32B LOWER CATHEDRAL ROAD, RIVERSIDE, CARDIFF	198	False	Permission be granted	20/12/2018
18/02583/MNR	05/11/2018	Miah	CHANGE OF USE TO 7 BED HOUSE IN MULTIPLE OCCUPATION	53 DE BURGH STREET, RIVERSIDE, CARDIFF, CF11 6LB	44	True	Permission be granted	19/12/2018
18/02532/MNR	30/10/2018	Canton Discount Ltd	RETAIN GROUND FLOOR AS RESTAURANT AND CONVERT PART OF REAR YARD AS A SHEESHA LOUNGE ANCILLARY TO RESTAURANT AND UPPER FLOORS AS FOUR SELF CONTAINED FLATS WITH EXTERNAL ALTERATIONS	44 TUDOR STREET, RIVERSIDE, CARDIFF, CF11 6AH	38	True	Permission be granted	07/12/2018
18/02703/MNR	16/11/2018	Rev James Karran	CHANGE OF USE TO CLASS A3 TO ENABLE USE AS AN EXTRA SEATING AREA FOR PATRONS OF ST CANNA'S ALE HOUSE	REAR OF 42 LLANDAFF ROAD, PONTCANNA, CARDIFF, CF11 9NJ	34	True	Permission be granted	20/12/2018

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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>
18/02514/DCH	31/10/2018	Dolphin	FRONT, SIDE AND REAR SINGLE STOREY EXTENSIONS	48 TY-MAWR AVENUE, RUMNEY, CARDIFF, CF3 3AG	44	True	Permission be granted	14/12/2018

18/02612/DCH	14/11/2018	Roberts	CONSTRUCTION OF 2 STOREY SIDE AND REAR EXTENSION	43 DOWNTON ROAD, RUMNEY, CARDIFF, CF3 3BJ	28	True	Permission be granted	12/12/2018
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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>
18/02568/MNR	05/11/2018	BHot Yoga Ltd	CHANGE OF USE FROM AN EXISTING INDUSTRIAL UNIT TO A CLASS D2 HOT YOGA STUDIO	UNIT 3, ST CATHERINES PARK, PENGAM ROAD, TREMORFA, CARDIFF, CF24 2TY	39	True	Permission be granted	14/12/2018
18/02542/MNR	06/11/2018	HUNTLEIGH HEALTHCARE LTD	NEW ELEVATIONAL TREATMENT ALONG SOUTHERN SIDE OF BUILDING AND NEW TEMPORARY BUILDING 20 X10M	UNITS 35 TO 37, PORTMANMOOR ROAD INDUSTRIAL ESTATE, PORTMANMOOR ROAD, SPLOTT, CARDIFF, CF24 5HN	36	True	Permission be granted	12/12/2018

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18/02678/DCH	26/11/2018	Clauson	REAR EXTENSION	35 HARRISON DRIVE, ST MELLONS, CARDIFF, CF3 0PJ	23	True	Permission be granted	19/12/2018
18/02546/DCH	05/11/2018	Rome	SINGLE STOREY REAR EXTENSION	100 BRYNBALA WAY, TROWBRIDGE, CARDIFF, CF3 1SZ	28	True	Permission be granted	03/12/2018
18/02561/DCH	05/11/2018	Kingsbury	PROPOSED GARAGE CONVERSION AND SINGLE STOREY SIDE/REAR EXTENSION	46 SANDERLING DRIVE, ST MELLONS, CARDIFF, CF3 0DJ	28	True	Permission be granted	03/12/2018

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18/02725/MJR	21/11/2018	United Welsh Housing Association	AMENDMENTS TO LOCATION AND DESIGN OF BIN STORE, AND ADDITION OF ONE PARKING SPACE - PREVIOUSLY APPROVED UNDER 18/00089/MJR	LAND AT, HARRISON DRIVE, ST MELLONS	30	True	Permission be granted	21/12/2018

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18/02545/MNR	13/11/2018	Cardiff Council	DEMOLITION OF YOUTH AND COMMUNITY CENTRE	ST MELLONS YOUTH AND COMMUNITY CENTRE, CRICKHOWELL ROAD, ST MELLONS, CARDIFF, CF3 0EF	24	True	Prior Approval be granted	07/12/2018
18/02548/MNR	13/11/2018	Cardiff Council	DEMOLITION OF BUILDING	ST MELLONS ENTERPRISE CENTRE, CRICKHOWELL ROAD, ST MELLONS, CARDIFF, CF3 0EX	24	True	Prior Approval be granted	07/12/2018

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18/02289/DCH	02/10/2018	Tuttiett	SINGLE STOREY EXTENSION TO SIDE, SINGLE STOREY REAR EXTENSION TO REPLACE CONSERVATORY, REAR ROOF DORMER EXTENSION TO REAR WITH JULIET BALCONY AND ALTERATIONS	3 KELSTON CLOSE, WHITCHURCH, CARDIFF, CF14 2AL	79	False	Permission be granted	20/12/2018

18/01534/DCH	29/06/2018	Argentum Ltd	PROPOSED TWO-STOREY SIDE EXTENSION TO EXISTING COTTAGE.	BWLCH COTTAGE, RHIWBINA HILL, TONGWYNLAIS, CAERPHILLY, CF83 1NG	168	False	Permission be granted	14/12/2018
18/02355/DCH	11/10/2018	Brook	TWO STOREY REAR EXTENSION AND REAR DORMER	10 ST DAVID'S ROAD, WHITCHURCH, CARDIFF, CF14 1DS	71	False	Permission be granted	21/12/2018
18/02427/DCH	16/10/2018	Patel	SINGLE STOREY SIDE EXTENSION TO PROVIDE DISABLED FACILITIES	100 BIRCHGROVE ROAD, WHITCHURCH, CARDIFF, CF14 1RU	66	False	Permission be granted	21/12/2018
18/02752/DCH	22/11/2018	Cook	ONE FLAT ROOF REAR DORMER WITH THREE UPVC WINDOWS, DORMER TILED TO MATCH THE EXISTING ROOF. THREE VELUX WINDOWS TO THE FRONT EVENLY SPACED	23 HEOL DOLWEN, WHITCHURCH, CARDIFF, CF14 1RX	27	True	Permission be granted	19/12/2018
18/02769/DCH	26/11/2018	Hall	DEMOLITION OF EXISTING REAR EXTENSIONS, RECONSTRUCTION OF SINGLE STOREY REAR EXTENSION WITH FLAT ROOF	73 CORYTON RISE, WHITCHURCH, CARDIFF, CF14 7EL	23	True	Permission be granted	19/12/2018
18/02584/DCH	08/11/2018	Jakeman	GROUND FLOOR REAR EXTENSION	13 FORELAND ROAD, WHITCHURCH, CARDIFF, CF14 7AR	39	True	Permission be granted	17/12/2018
18/02145/DCH	19/11/2018	Verallo	GROUND FLOOR REAR EXTENSION PLUS REAR DORMER & HIP TO GABLE LOFT CONVERSION AND VELUX TO FRONT ROOF PLUS NEW ROOF OVER FRONT BAY AND NEW ROOF STRUCTURE AND SUPPORT TO REAR GARAGE	5 PLAS TREODA, WHITCHURCH, CARDIFF, CF14 1PT	35	True	Permission be granted	24/12/2018
18/02650/DCH	27/11/2018	John Powell Properties Ltd	REMOVE EXISTING CONSERVATORY AND EXTEND EXISTING HOUSE AT THE REAR OF PROPERTY. RAISE ROOF RIDGE HEIGHT AND ADD FRONT DORMER , REMOVE EXISTING OUTBUILDING, WIDEN CROSSOVER TO ALLOW OFF ROAD PARKING FOR ADDITIONAL CARS	45 YORATH ROAD, WHITCHURCH, CARDIFF, CF14 1QD	27	True	Permission be granted	24/12/2018

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18/02723/DCH	23/11/2018	Pritchard Hughes	ROOF CONVERSION	6 ST MARGARET'S PLACE, WHITCHURCH, CARDIFF, CF14 7AD	28	True	Permission be granted	21/12/2018
18/02553/MNR	06/11/2018	HOLMES	DEMOLITION OF EXISTING GARAGE AND ERECTION OF NEW DWELLING	LAND AT IRON BRIDGE ROAD, TONGWYNLAIS	44	True	Planning Permission be refused	20/12/2018
18/01130/MNR	14/05/2018	O'Driscoll	CONSTRUCTION OF A GARAGE AND CHANGE OF USE OF THE LAND TO THE REAR	39 TY NEWYDD, WHITCHURCH, CARDIFF, CF14 1NQ	217	False	Permission be granted	17/12/2018
18/01850/MNR	06/08/2018	Madley	PROPOSED NEW 2 BEDROOM DWELLING, WITH EXISTING ACCESS LANE UPGRADED	PART OF LAND AT 45 OLD CHURCH ROAD, WHITCHURCH, CARDIFF, CF14 1AB	136	False	Permission be granted	20/12/2018