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AGENDA

Committee	PLANNING COMMITTEE
Date and Time of Meeting	WEDNESDAY, 19 MAY 2021, 1.30 PM
Venue	REMOTE MEETING VIA MS TEAMS
Membership	Councillor K Jones (Chair) Councillors Stubbs, Ahmed, Asghar Ali, Gordon, Hudson, Jacobsen, Jones-Pritchard, Keith Parry, Sattar and Wong

1 Apologies for Absence

2 Minutes

To approve as a correct record the minutes of the meeting held on 21 April 2021

3 Declarations of Interest

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

4 Petitions

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

20/02634/MNR, LAND AT RHYDLAFAR DRIVE, ST FAGANS

21/00497/MNR, LLANDAFF PRIMARY CARETAKERS HOUSE, 28 HENDRE CLOSE, LLANDAFF

21/00420/MNR, TERRA NOVA CAFE, ROATH PARK, LAKE ROAD WEST, CYNCOED

5 Development Control Applications

a 20/02634/MNR, LAND AT RHYDLAFAR DRIVE, ST FAGANS

b 21/00497/MNR, LLANDAFF PRIMARY CARETAKERS HOUSE, 28 HENDRE CLOSE, LLANDAFF

- c 21/00420/MNR, TERRA NOVA CAFE, ROATH PARK, LAKE ROAD WEST, CYNCOED
- d 21/00321/MJR, FORMER MORRISONS, 113 BRYNHEULOG, PENTWYN
- e 20/02078/MJR, LAND ADJACENT TO ST JULIANS HOUSE, BRIDGE ROAD, OLD ST MELLONS
- f 21/00520/MNR, 49 WELLFIELD ROAD, PLASNWEYDD
- 6 **Section 257 Town and Country Planning Act 1990, Public Footpath Radyr No.37**
- 7 **Section 257 Town and Country Planning Act 1990, Public Footpath Radyr No.38**
- 8 **Applications decided by Delegated Powers - April 2021**
- 9 **Urgent Items (if any)**
- 10 **Date of the next meeting - 16 June 2021**

Davina Fiore

Director Governance & Legal Services

Date: Thursday, 13 May 2021

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

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PLANNING COMMITTEE

21 APRIL 2021

Present: Councillor K Jones(Chairperson)
Councillors Stubbs, Ahmed, Asghar Ali, Gordon, Jacobsen,
Jones-Pritchard and Wong

27 : APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Hudson, Keith Parry and Sattar.

28 : MINUTES

The minutes of the meeting of the 17 February 2021 were approved and signed by the Chair as a correct record.

29 : DECLARATIONS OF INTEREST

None

30 : PETITIONS

1. 20/01580/MJR, Rumney Conservative Club, 633 Newport Road
2. 21/00337/MNR, 53 Wellfield Road, Plasnewydd

In relation to 1 the petitioner spoke the applicant did not respond. In relation to 2 the petitioner spoke and the agent replied.

31 : DEVELOPMENT CONTROL APPLICATIONS

APPLICATIONS GRANTED

21/00337/MNR – PLASNEWYDD

53 WELLFIELD ROAD

Change of use of ground floor to provide mixed Class A1 (retail) and A3 (Café/restaurant/coffee shop) use.

Subject to the following amendment to Condition 4.

4. Members of the public shall only be permitted to use the outdoor area to the rear of the premises for class A3 purposes between the hours of 09:30 and 20:00 on any day.
Reason: To ensure that the amenities of other premises in the vicinity are protected, in accordance with policy EN13 of the Local Development Plan.

Subject to additional Condition 8 to read:

- 8 Prior to use of the outdoor area to the rear of the premises by members of the public for class A3 purposes, a 1.8m high solid means of enclosure shall be provided along the south west side site boundary, and thereafter be retained.
Reason: To ensure that the amenities of other premises in the vicinity are protected, in accordance with policy EN13 of the Local Development Plan.

Subject to additional Condition 9 to read:

- 9 Members of the public shall not be allowed to enter or exit the class A3 premises from Bangor Street, and the gates enclosing the site from Bangor Street shall remain closed at all times that the outdoor area to the rear of the premises is used by members of the public for class A3 purposes.
Reason: To ensure that the amenities of other premises in the vicinity are protected, in accordance with policy EN13 of the Local Development Plan.

APPLICATIONS GRANTED ON EXECUTION OF A PLANNING OBLIGATION PURSUANT TO SECTION 106, TOWN & COUNTRY PLANNING ACT 1991.

20/01543/MJR – BUTETOWN

ANCHOR INDUSTRIAL ESTATE, DUMBALLS ROAD

Demolition of existing industrial units and erection of mixed use development comprising residential apartments arranged over two buildings including indoor and outdoor shared amenity spaces for residential use, a public square, on-site parking ground floor commercial units potentially comprising use classes A1/A2/A3 and associated landscaping and engineering works.

20/02068/MJR – LLANISHEN

IORWETH JONES HOME FOR THE ELDERLY, TRENCHARD DRIVE

Proposed development of 20 Council homes, sustainable drainage proposals, landscape planting including an ecotone and associated works (amended plans)

APPLICATIONS REFUSED

20/01580/MJR – RUMNEY

RUMNEY CONSERVATIVE CLUB, 633 NEWPORT ROAD

Construction of a new purpose-built club house facility, and on completion demolishing the existing club building before building 27 self-contained flats at the rear of the site between the new club building and the Rumney river.

32 : APPLICATIONS DECIDED BY DELEGATED POWERS - FEBRUARY 2021
AND MARCH 2021

Noted

33 : URGENT ITEMS (IF ANY)

None

34 : DATE OF THE NEXT MEETING - 19 MAY 2021

The meeting terminated at Time Not Specified

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PETITION

COMMITTEE DATE: 19/05/2021

APPLICATION No. **20/02634/MNR** APPLICATION DATE: 18/12/2020ED: **CREIGAU/ST FAGANS**

APP: TYPE: Full Planning Permission

APPLICANT: Assura Aspire Limited

LOCATION: LAND AT RHYDLAFAR DRIVE, ST FAGANS, CARDIFF

PROPOSAL: CONSTRUCTION OF A NEW 2 STOREY MEDICAL CENTRE (D1 USE CLASS) AND PHARMACY (A1 USE CLASS), PARKING, LANDSCAPING AND ASSOCIATED WORKS

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding legal agreement with the Council under the provisions of **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this Resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraphs 5.1.2 and 5.1.6 of this report, planning permission be **GRANTED** subject to the following conditions:

1. C01 Statutory Time Limit
2. The development shall be carried out in accordance with the following approved plans and documents:
 - 1766-90 – Location Plan.
 - 1766-111 (REV N) – Proposed Site Plan.
 - 1766-201 (REV M) – Proposed Floor Plans.
 - 1766-202 - Roof Plan.
 - 1766-300 (REV E) – Proposed Elevations.
 - 1766-301 (REV B) – Proposed Visual.
 - Waste Management Strategy prepared by Peacock + Smith.
 - Transport Statement prepared by Asbri Transport document ref: T20.122.TA.D1
 - Ecological Technical Note prepared by Celtic Ecology dated 30/09/2020

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 clearance of vegetation shall be carried out other than in accordance with the Precautionary Method Statement comprising Appendix B of the Ecological Technical Note prepared by Celtic Ecology dated 30/09/2020.
Reason: In the interests of biodiversity and the avoidance of harm to

European Protected Species, in accordance with policies KP16 and EN7 of the Cardiff Local Development Plan.

4. No development shall take place until details of the junction between the proposed access road and the highway, including pedestrian crossing facilities, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development being put into beneficial use.
Reason: In the interests of pedestrian and highway safety and to ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway abutting the site, in accordance with policy T5 of the Cardiff Local Development Plan.
5. No development shall commence until a scheme, demonstrating the distance and relationship of the development, for the protection of the structural condition of the 40 inch water main located adjacent to the northern boundary of the development site, has been submitted to and approved in writing by the Local Planning Authority. The approved protection measures shall be implemented in full before any other development hereby permitted has commenced, and shall be retained at all times for the duration of the approved operations, including the restoration works.
Reason: To ensure that the proposed development does not affect the integrity of the public water supply system in the interests of public health and safety, in accordance with policy EN11 of the Cardiff Local Development Plan.
6. No development shall commence until details of a method statement and risk assessment for the protection of the structural condition of the strategic sewer adjacent to the development site has been submitted to and approved in writing by the Local Planning Authority. The approved protection measures shall be implemented in full before any other development hereby permitted has commenced, and shall be retained at all times for the duration of the approved operations including the restoration works.
Reason: To ensure that the proposed development does not affect the integrity of the public sewerage system in the interests of public health and safety, in accordance with policy EN11 of the Cardiff Local Development Plan.
7. No development shall take place until details showing the provision of cycle parking spaces have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the development being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.
Reason: To ensure that adequate provision is made for the secure parking of cycles, in accordance with policy T5 of the Cardiff Local Development Plan

8. No obstruction to vision exceeding one metre in height shall be placed within the visibility splays as defined on the plans accompanying the Transport Statement prepared by Asbri Transport, document ref: T20.122.TA.D1.

Reason: To ensure that the proposed development does not interfere with the safety and free flow of traffic passing along the highway abutting the site, in accordance with policy T5 of the Cardiff Local Development Plan.

9. Notwithstanding the details shown on drawing number 492.01 – Planting & Management Plan. - and the Soil Resource Survey, document no. AUR/05a_srs, this approval shall not extend to the details of landscaping and landscape management. Prior to the commencement of development, revised landscaping details shall be submitted to and approved in writing by the local planning authority, which shall include:

- a Soil Resource Survey and Report, prepared by a soil scientist. Soil physical characteristics should be recorded, photographed and submitted as evidence of the suitability of the soil for its intended end use, and a strategy for soil handling, storage and placement prepared.
- subject to the outcome of the soil assessment, an alternative plant schedule, scaled planting plan and tree pit section;
- amended tree species selection, which should focus on locally native trees;
- amended hedgerow planting details, comprising a mixed native hedgerow rather than a single species;
- details of on-site monitoring of landscaping implementation and an aftercare methodology.

The details shall be consistent with other plans submitted in support of the application and the landscaping shall be carried out in accordance with the approved design and implementation programme.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity, in accordance with policies KP5 and EN8 of the Cardiff Local Development Plan.

10. Prior to the commencement of development, details demonstrating how vehicle access onto the site will be prevented when the premises are unoccupied shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented and maintained thereafter.

Reason: To ensure that the amenities of the area are protected and in the interests of public safety, in accordance with policies KP5 and C3 of the Cardiff Local Development Plan.

11) Prior to the commencement of development, a scheme for the illumination of the external areas of the site, including car parking areas, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the

beneficial occupation of the premises.

Reason: In the interests of amenity, crime prevention and safety, in accordance with policies KP5 and C3 of the Cardiff Local Development Plan.

RECOMMENDATION 2: The applicant is advised that a commercial contract is required for the collection and disposal of all commercial waste. By law (Environmental Protection Act, 1990, section 34) all commercial premises have a duty of care to ensure that their waste is transferred to and disposed of by a registered waste carrier. Owners or developers of commercial developments/properties who require Cardiff County Council to collect and dispose of their waste can contact the commercial services department c.services@cardiff.gov.uk

RECOMMENDATION 3: Records indicate that the proposed development is crossed by a 40 inch trunk watermain, the approximate position being shown on the attached plan. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access its apparatus at all times. The document 'Conditions for Development near Watermain(s)' is attached for your information. It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site. An easement of 20 metres should be maintained, 10 metres either side of the centre of the main. As the 40inch trunk main is a large diameter strategic asset, the developer is advised that the location of this asset will need to be confirmed on site prior to development in order to ensure the proposed development will not impact this asset. A trace of the water main will need to be conducted by Dwr Cymru Welsh Water's Operations Team, which will be at the developer's expense. The applicant is advised to call the DCWW Plan & Protect Team on 0800 917 2652 in order to arrange this.

RECOMMENDATION 4: 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 The applicant is also advised that some public sewers and lateral drains may not be recorded on 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 in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water on 0800 085 3968 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.

RECOMMENDATION 5: In the interests of security, the following recommendations are made:

- i) The buildings should be alarmed on all floors with the alarm system linked to a central monitoring station. All rooms where there is valuable equipment or information stored should be alarmed. Any alarm wires must be protected. Panic buttons linked to the alarm system should be installed at appropriate locations for use when staff are under attack or are threatened by members of the public especially in the pharmacy.
- ii) The outside and the main entrances into the buildings, vehicle entrances onto the site, the vehicle parking area and bike and bin stores should be protected by CCTV. The CCTV cameras should be located in elevated positions and in vandal proof housings. Ideally the CCTV would be monitored. The images produced must be admissible in a court of law and the General Data Protection Regulations (GDPR) must be complied with.
- iii) Access into the buildings from public areas into semi private and private areas should be controlled via access control e.g. fob, swipe card etc. Entry into all rooms where valuable equipment or information is located should also be controlled and these rooms must be kept locked when not in use. Access control should meet SBD standards and specifications.
- iv) The external doors of the medical centre and pharmacy, those separating public and private areas, and those protecting rooms where valuable property or information is stored should meet SBD standards i.e. PAS 24 2016 or equivalent. Glass in door panels or adjacent to door panels should be laminated. Doors in recesses of more than 600mm should be avoided. Fire doors must not have external door furniture fitted, and meet SBD standards and specifications. They must also be alarmed. Doors that are described as fire doors, or where fire performance is declared or implied, are required to have third-party certification for both security and fire performance. If the centre and especially the pharmacy are not protected by perimeter security, security shutters that meet SBD standards should be considered to protect the external doors especially all external doors of the pharmacy. Doors should also be protected against ram raiding.
- v) All vulnerable external windows should meet SBD standards i.e. PAS 24 2016 or equivalent and be third party tested and certificated. All glass in vulnerable windows i.e. ground floor windows within this development should be laminated especially the pharmacy windows. If the buildings are not protected by perimeter security, security shutters that meet SBD standards must be considered to protect the vulnerable windows. This is especially important in respect of the pharmacy.
- vi) Bin storage areas should be secure areas protected by solid lockable gates. Access into the bin store should be controlled by access control e.g. a digilock.
- vii) Careful siting of power trunking is required to ensure that computers and valuable equipment are kept away from windows wherever possible. High risk and mainframe computers should be secured in a purpose built

room in individual cabinets.

For further more detailed information please visit the Secured by Design website www.securedbydesign.com .

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

1.1 Background to the proposal.

The medical centre is intended to replace the existing GP surgery at Pentyrch, which currently provides services for the northern part of the Llandaff and Pentyrch Cardiff and Vale University Health Board (CVUHB) Practice Boundary. Services in the southern area are provided by the main surgery at 19a High Street, Llandaff.

1.1.1 The Pentyrch surgery is located in portacabins to the rear of the Village Hall. Prior to this it operated from a dedicated surgery located within a privately owned single storey building at the corner of Temperance court and Bronllwyn, Pentyrch. When the doctor who owned this building retired in 2010 it was sold and in 2014 it was demolished and replaced with a two storey building containing 6 flats.

1.1.2 When the surgery closed, in order to ensure a continuity of service a temporary facility was provided within portacabins in the car park of the Village Hall. This facility was granted planning permission for a temporary period in June 2013 (Ref: 13/00685/DCO) with a condition allowing the use for a period up to June 2016. This permission was subsequently renewed under application 16/01959 in December 2016, for a further temporary period up to until 01 January 2020.

1.1.3 The temporary facility within the portacabins has operated for approximately 8 years. Due to the nature and location of the premises there are issues with Health and Safety, privacy and confidentiality, and there is no space to expand the practice. The CVUHB therefore sought government funding for a new permanent replacement facility and in 2017 Welsh Assembly Government confirmed funding to meet the identified need for a new surgery to replace the Pentyrch Surgery as part of a wider £68m announcement for 19 new health and care centres. Delivery of the scheme was to be by 2021. Since that time, the health care provider has been working with NHS Wales to find a suitable location for the medical centre. That process has led to the identification of this site.

1.1.4 The practice area runs from Canton, Fairwater, Llandaff and St Fagan's in the south to the more rural area in the north, covering the settlements of Groesfaen, Creigiau, Pentyrch, Rhydlafar, Taff's Well and Radyr. It is considered that the facilities in the south of the area are acceptable and therefore the proposed facility is to provide a permanent location for services for the northern part of the practice area.

1.2 The application.

The application seeks full planning permission for the construction of a single

storey / two storey building with a gross external area of 695 square metres, containing a medical centre and pharmacy, along with a 28-space car park, cycle parking facilities and landscaping.

- 1.2.1 On the ground floor there will be a reception and waiting area, 6 no. consulting rooms, 2 no. treatment rooms and a phlebotomy room, along with w.c.'s, baby changing and feeding facilities, utility rooms, storage and admin space. The pharmacy, with a floorspace of 75 square metres, will form the single storey element of the building and will be accessed independently as well as from the lobby of the medical centre. There will be stair and lift access to the first floor which will contain staff rooms, meeting rooms and records storage.
- 1.2.2 The public entrance to both the medical centre and the pharmacy will be on the north side of the building, fronting onto Rhydlafor Drive. The central element of this elevation will be a two storey gabled feature finished in natural stone and render, in contrast to the single storey pharmacy and 1.5 storey main surgery section, which will be in red brick. A canopy will extend across both entrances.
- 1.2.3 Vehicular access will be from Rhydlafor Drive on the north side of the site, with the car park located on the eastern side. The eastern boundary and the southern edge of the site will be landscaped. A strip of land to the south of the building will be left undeveloped to enable future widening of the A4119. Due to the level changes across the site, a gabion retaining wall will be built in the southern section of the site to provide level ground for the development.
- 1.2.4 Proposed opening hours of both the surgery and the pharmacy are 08:00 to 18:30, 7 days per week.

2. **DESCRIPTION OF SITE**

- 2.1 The application site is at the junction of Rhydlafor Drive and the A4119 Llantrisant Road, approximately 1.8 miles, by road, from the centre of Pentyrch, which lies to the north west. The site is bounded to the north and west by Rhydlafor Drive, to the south by Llantrisant Road and to the east by a footpath linking Rhydlafor Drive and Ffordd Gwern to Llantrisant Road, where there is a bus shelter. A narrow belt of trees separates the footpath from the application site.
- 2.1 The site covers approximately 0.39 hectares and comprises well-maintained, grassed highway verge. It is generally flat but the ground falls steeply along the southern boundary, with a maximum difference in levels of around 9m.
- 2.2 The surrounding area is characterised by modern, detached houses to the north and east, with an area of public open space and children's play area immediately to the north on the opposite side of Rhydlafor Drive. Across the highway to the west there is a single storey building containing a nursery and a shop. Beyond Llantrisant Road to the south is agricultural land and the junction with Crofft-Y-Genau Road, which leads to the village of St Fagans around 1.5 miles to the south. Large new areas of housing are being developed to the west along Llantrisant Road, approximately 1.3 miles from the application site, and

to the east around 0.1 miles away. The land immediately to the south east of the site, across Llantrisant Road, is also part of a strategic housing allocation.

3. **SITE HISTORY**

3.1 None.

4. **POLICY FRAMEWORK**

- 4.1 *Cardiff Local Development Plan 2006-2021:*
KP5 (Good Quality and Sustainable Design);
KP6 (New Infrastructure);
KP7 (Planning Obligations);
KP8 (Sustainable Transport);
KP13 (Responding to Evidenced Social Needs);
KP15 (Climate Change);
KP16 (Green Infrastructure);
EN8 (Trees, Woodlands and Hedgerows);
EN10 (Water Sensitive Design);
EN11 (Protection of Water Resources);
EN13 (Air, Noise, Light Pollution and Land Contamination);
T1 (Walking and Cycling);
T2 (Strategic Rapid Transit & Bus Corridors, Bus Corridor Enhancements);
T5 (Managing Transport Impacts);
T6 (Impact on Transport Networks and Services);
C1 (Community Facilities);
C3 (Community Safety/Creating Safe Environments);
W2 (Provision for Waste Management Facilities in Development).
- 4.2 *Supplementary Planning Guidance:*
Waste Collection and Storage Facilities (October 2016).
Planning Obligations (January 2017).
Planning for Health and Wellbeing (November 2017).
Green Infrastructure (November 2017).
Managing Transportation Impacts (Incorporating Parking Standards) (2018).
- 4.3 *Future Wales- the National Plan 2040.*
- 4.4 *Planning Policy Wales (Edition 11 – February 2021):*
2.2 All development decisions, either through development plans policy choices or individual development management decisions should seek to contribute towards the making of sustainable places and improved well-being.
2.27 Planning authorities should ensure that social, economic, environmental and cultural benefits are considered in the decision-making process and assessed in accordance with the five ways of working to ensure a balanced assessment is carried out to implement the Well-being of Future Generations Act and the Sustainable Development Principle. There may be occasions when one benefit of a development proposal or site allocation outweighs others, and in such cases robust evidence should be presented to support these decisions, whilst seeking to maximise contributions against all the well-being goals.

3.4 Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales.

3.6 Development proposals must address the issues of inclusivity and accessibility for all. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport.

3.9 The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.

3.11 Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take.

3.21 The planning system must consider the impacts of new development on existing communities and maximise health protection and well-being and safeguard amenity. This will include considering the provision of, and access to, community and health assets, such as community halls, libraries, doctor's surgeries and hospitals. Health impacts should be minimised in all instances, and particularly where new development could have an adverse impact on health, amenity and well-being. In such circumstances, where health or amenity impacts cannot be overcome satisfactorily, development should be refused.

4.1.11 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

4.1.31 Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling. The aim should be to create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable and enjoyable to walk and cycle.

4.1.35 New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.

4.1.50 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

4.1.52 Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.

6.4.5 Planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity.

6.4.25 Planning authorities should protect trees, hedgerows, groups of trees and areas of woodland where they have ecological value, contribute to the

character or amenity of a particular locality, or perform a beneficial and identified green infrastructure function.

6.6.17 New developments of more than one dwelling or where the area covered by construction work equals or exceeds 100 square metres also require approval from the SuDS Approval Body (SAB) before construction can commence. Adoption and management arrangements, including a funding mechanism for maintenance of SuDS infrastructure and all drainage elements are to be agreed by the SAB as part of this approval. This will ensure that SuDS infrastructure is properly maintained and functions effectively for its design life.

4.5 *Building Better Places: The Planning System Delivering Resilient and Brighter Futures - Placemaking and the Covid-19 recovery* (July 2020).

4.6 *Technical Advice Note 12 - Design* (March 2016).

4.7 *Technical Advice Note 18 – Transport* (2007):

9.20 Planning authorities may use planning obligations to secure improvements in roads, walking, cycling and public transport, whether as a result of a proposal on its own or cumulatively with other proposals and where such improvements would be likely to influence travel patterns, either on their own or as part of a package of measures.

9.21 Circular 13/97 sets out the way in which planning obligations can be applied, but practical examples relating to influencing movement to a site include the funding of additional or improved bus services, commuted sums towards new or improved bus and rail interchanges, and improvements to pedestrian or cycle routes which go near the site or make it easier to access the site.

9.23 The objective of using planning obligations in relation to transport should be to secure satisfactory accessibility to sites by all modes with the greatest degree of access being achieved by public transport, walking and cycling. Where improvements to off site transport are necessary before development can take place, a contribution from the developer (payable to the local authority) may be appropriate.

5. **INTERNAL CONSULTEE RESPONSES**

5.1 *Transportation:*

The proposal is to establish a new medical centre with car parking. There are contradictory statements regarding;

- the size of the development (Design & Access Statement (DAS) medical centre – 611m² plus pharmacy 75m². TS – medical centre & pharmacy 797m².)
- number of consulting rooms (DAS – 6 x consulting rooms & 2 x treatment rooms; TS – 9 consulting rooms)
- car park (DAS – 41 spaces including 4 disabled bays; TS – 28 spaces including 3 disabled)
- external footpaths / footways (DAS min of 1.5m width; TS min 2m width).

5.1.1 It has been confirmed (by the Transport Consultant, email 28 April) that we are working with the Transport Statement (TS) and the site plan with regard to size

and numbers of parking spaces (28 including 3 disabled spaces). The TS states that all footpaths (internal) and footways (external) would be a minimum of 2m in width (para 4.3). This would be acceptable, although it is noted that the internal footpath includes a flight of steps. The internal layout does not include an acceptable ramped path within the site, for the less mobile of the visitors. An alternative path using the public footway avoiding the stepped access is illustrated.

- 5.1.2 Public transport access is outlined in the TS. The TS indicates that there are convenient bus stops (although the locations are not illustrated). The bus routes operate Monday to Saturday during the day with no evening or Sunday service. The railway station (Danescourt) is too far to be considered an acceptable walk, but is a 5 minute bus ride from the proposed site. However, there are numerous concerns expressed about the ability of residents from Pentyrch to access the proposed site. Following discussions with the applicant it has been agreed that a S106 contribution, amounting to **£15,000**, will be provided toward the cost of a community transport vehicle to support local community transport and a regular link between Pentyrch and the new site. This has been discussed with the council's public transport operations team.
- 5.1.3 The TS states that the access provides a satisfactory visibility splay. Additional detail on the visibility splay and the existing traffic speeds outside the site have been recorded and provided by the applicant. The applicant has provided a stage one Road Safety Audit (RSA) confirming the appropriateness of the access arrangements. It should be noted that the RSA highlighted shortcomings in the provision of pedestrian crossing facilities. The RSA identified that an uncontrolled crossing with the appropriate tactile paving would be required on Rhydlafar Drive and across the site access. The applicant has agreed to provide the appropriate crossing facilities during the detailed design of the site access.
- 5.1.4 The applicant is proposing 28 car parking spaces. As indicated within the TS the current SPG would allow a maximum of 18 car park spaces (2 spaces per consulting room). It is understood that the on-site parking has been agreed with the local community in response to objections to the proposed site. The applicant is therefore seeking to receive approval for 10 (or 55%) additional car parking spaces. It should be noted that three of the spaces are enlarged disabled parking provision. There are also three spaces which would be blocked in by other parked vehicles. The TS indicates that these spaces would be for staff use only. Again it is understood that the additional "blocked" spaces are at the request of the local community to accommodate staff parking. Transportation are not in support of the provision of non-compliant parking provision (exceeding the maximum stated within the Managing Transportation Impact SPG). It is however understood that the proposed site occupies what is currently a rural area with limited alternative modes of transport for patients visiting the centre. An additional hatched space is indicated at the end of the disabled parking bays. It is presumed this bay is to offer space for deliveries.
- 5.1.5 Cycle parking provision is stated to provide 18 secure covered cycle parking

places within the site. This would be in line with the minimum number of cycle spaces required for a development with 9 consulting rooms in the current SPG. However the site plan appears to indicate a maximum of 10 cycle parking spaces are provided. The applicant has confirmed that the minimum required number of secure and covered cycle parking spaces will be provided on site.

5.1.6 Conditions are requested relating to the design of the site access, cycle parking provision and visibility splays. A S106 contribution of up to **£5,000** is also required which will be used to propose, advertise and install additional waiting restrictions on Rhydlafer Drive.

5.2 *Waste Strategy & Minimisation Officer:*

The proposed bin store and submitted waste management strategy plan has been noted and is acceptable.

6. **EXTERNAL CONSULTEES RESPONSES**

6.1 *Welsh Water:*

We can confirm capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site.

6.1.1 Surface Water Drainage

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with the Local Authority, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation.

6.1.2 Asset Protection

Our records indicate that the proposed development is crossed by a 40 inch trunk watermain, the approximate position being shown on the attached plan. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access our apparatus at all times. I enclose our Conditions for Development near Watermain(s). It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site. Please ensure easement of 20 metres is maintained, 10 metres either side of the centre of the main. As the 40inch trunk main is a large diameter strategic asset, we advise that the location of this asset will need to be confirmed onsite prior to development in order to ensure the proposed development will not impact this asset. A trace of the water main will need to be conducted by our Operations Team of which will be at the developers expense. We also advise that detail is also submitted in the form of

a Risk Assessment Method Statement (RAMS) prior to the commencement of development in order to ensure the integrity of this strategic public asset. Conditions are requested based on the above.

6.2 *Police Crime Prevention Design Advisor:*

Advice is given on:

- (i) Perimeter security.
The whole site should be protected by security fencing/railings at least 2.4 metres high meeting the Secured by Design (SBD) standard. Gates must be of the same height and specification as the fencing/railings and must be kept locked when the centre is unoccupied.
- (ii) Vehicle access.
Vehicle access onto the site should must be prevented when the centre and pharmacy are unoccupied.
- (iii) CCTV.
The outside and the main entrances into the buildings, vehicle entrances onto the site, the vehicle parking area and bike and bin stores should be protected by CCTV.
- (iv) Signage.
Signs should be sited advertising the fact that CCTV cameras are operating in the area.
- (v) Lighting.
The whole of this development, especially the vehicle parking areas, should benefit from lighting that meets the British Standard 5489.
- (vi) Landscaping.
Maximum surveillance must be maintained across the whole development site. Ideally plants and bushes would only grow to a maximum height of 1 metre. The view of the car parking areas from the buildings must not be obscured by trees or planting.
- (vii) Vehicle parking area.
The car parking area must be well lit and protected by CCTV. The perimeter should be clearly defined and access confined to the main vehicle entrance/exit points.
- (viii) Bicycle stores.
Bike stores must be secure, lit and overlooked by the building.
- (ix) Bin stores.
Bin storage areas should be secure areas protected by solid lockable gates.
- (x) Building shell security.
The buildings must be constructed of materials that are resistant to attack. The design must take into account the need to prevent features that aid scaling or climbing and hidden areas must be designed out.
- (xi) Drainpipes.
Rain water pipes should be either flush fitting (i.e. square profile) or concealed within the cavities.
- (xii) Intruder alarm systems.
The buildings should be alarmed on all floors. Panic buttons should be installed at appropriate locations for use when staff are under attack or are threatened by members of the public especially in the pharmacy.
- (xiii) Access control.

Access into the buildings from public areas into semi private and private areas must be controlled via access control e.g. fob, swipe card etc. Entry into all rooms where valuable equipment or information is located should also be controlled.

(xiv) Door security.

The external doors of the medical centre and pharmacy, those separating public and private areas, and those protecting rooms where valuable property or information is stored should meet SBD standards. Glass in door panels or adjacent to door panels should be laminated. Doors in recesses of more than 600mm should be avoided. Fire doors must meet SBD standards and specifications and must also be alarmed. If the centre and especially the pharmacy are not protected by perimeter security as outlined under point (i), security shutters that meet SBD standards should be considered to protect the external doors especially all external doors of the pharmacy. Doors should also be protected against ram raiding.

(xv) Window security.

All vulnerable external windows should meet SBD standards. All glass in ground floor windows should be laminated especially the pharmacy windows. If the buildings are not protected by perimeter security, security shutters that meet SBD standards must be considered to protect the vulnerable windows. This is especially important in respect of the pharmacy.

(xvi) Computers.

Careful siting of power trunking is required to ensure that computers and valuable equipment are kept away from windows wherever possible.

High risk and mainframe computers should be secured in a purpose built room in individual cabinets.

6.3 *Pentyrch Community Council:*

PCC recognizes that this is a controversial application in the local community and, like many others, PCC regrets that the village of Pentyrch will be losing a much-valued facility and community service. PCC objects to this application on the grounds set out below. In summary:

- Transport – the ability of the people to reach the new site by public transport, private vehicles and active travel is not sufficiently detailed and the various local issues not properly recognized in the application. It should be a condition of any potential consent that the proposed improvements and active travel routes must be in place before surgery is built.
- Parking spaces on site are insufficient. The application documents recommend 40 spaces and this is reduced to 28 as a compromise having considered the 50:50 modal split. In an area with poor public transport, none from Pentyrch to the site and no safe walking or cycling route from Pentyrch our residents will have no choice but to drive or use taxis. We also question the reality of unwell people walking/cycling to the surgery.

6.3.1 The proposal is described in the planning application documents as a replacement medical centre to provide a service to the northern part of the area covered by the Llandaff and Pentyrch Surgeries. The practice has an existing

surgery in Llandaff covering the southern area, and the proposal is described as the replacement of the existing surgery based in Pentyrch. The application documents and attached maps indicate that the northern area includes the villages of Pentyrch, Taffs Well, Creigiau, Groesfaen, Radyr and also Gwaelod-y-Garth.

6.3.2 Cardiff Council's Pre-Application Advice makes it clear that the application would need to demonstrate that the proposed development would be readily accessible to the local communities it is intended to serve by public transport, walking and cycling. Unfortunately, the application fails to adequately address these issues as follows:

6.3.3 Transport.

The Transport Assessment by Asbri submitted as part of the planning application is considered to be seriously deficient as it only addresses the transport issues along the A4119, Llantrisant Road – a route which realistically only has relevance for the communities of Groesfaen, for parts of Radyr and, to a lesser extent, Creigiau. The transport issues for those living to the north of the proposed site are almost completely ignored.

The Assessment claims that patients could walk or cycle up to 3.2kms to and from the northern area. This demonstrates that the developer has no understanding of the actual nature of the site within its location. The route from Pentyrch to the site, along Church Road, is a narrow country lane with no footpath or verge of any sort, is without street lighting and would only be cycled by the most experienced and fittest of cyclists. The route from Rhydlafer to the centre of Pentyrch gains in altitude by about 120 metres (400 feet) – and to suggest that patients could walk home from the surgery is like asking someone to walk from Pentyrch up to the top of the Garth Mountain!

Pentyrch village has only a single bus service and no other public transport. The bus service is normally hourly during the day and does not serve the Rhydlafer area. It goes in the opposite direction into Cardiff via Whitchurch.

The applicant's statement on Active Travel at Para 3.2.6/7 states that the only cycle routes which are proposed are along Llantrisant Road with no known timescale for provision and completion. Para 3.4.6 mentions 'various community transport operators' but these are not identified and are unknown. Part of this critically important paragraph has presumably been deleted as there is an incomplete sentence at the end of the paragraph.

The Planning Statement provided is inaccurate in relation to these travel issues in numerous places, for example:

Para 2.5 claims 'the site is easily accessible by pedestrian routes'.

Para 3.13 claims '.....ease of access for pedestrians...or cyclists.....from the village direction....'

The Application clearly fails to meet the requirements of the extant LDP Policies, most notably KP13 relating to sustainable neighbourhoods; KP14 relating to Healthy Lifestyles; and also fails to comply with Planning Policy Wales Section 4.4 which requires that 'community facilities continue to address the requirements of residents in the area' and are expected to be close to the

communities they serve.

The Conclusion to the Planning Statement claims at Para 5.28 that 'It has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes'. This is clearly untrue as there are no Active Travel Routes connecting the northern parts of the Practice Catchment area to the site at Rhydlafer.

In conclusion, it is currently impossible for residents of Pentyrch, Gwaelod and Taffs Well to access the proposed new surgery by public transport or by walking, and it is virtually impossible by bike. It is only possible to travel by private cars or taxis. **The Community Council therefore strongly Objects to the Application on the grounds of the non-existent public transport provision, nor are there options available for Active Travel, to a site which is significantly remote from the communities it is intended to serve.**

It is the Community Council's view that to enable this proposal to meet the needs of the community which it is intended to serve, and as an absolute minimum, a new public transport service needs to be put in place, and operating at a sufficient level, prior to the Surgery being relocated from Pentyrch to Rhydlafer. If the authority decides to grant Consent then a full and proper Public Transport Plan and its implementation should be made a Condition of any such Consent. Further, essential improvements to the local Active Travel Network (including for Pentyrch) should be identified and included as part of the Conditions to any such planning consent.

6.3.4 Car Parking

The Transport Assessment from Asbri states at Para 4.5.2 'Due to the nature of the proposal it is considered that a larger proportion of individuals will either be driven or drive to the health centre. This is as a result of patients requiring medical attention often not feeling well enough to use either public transport or walk/cycle to the doctor's surgery choosing instead the convenience of a private car.'

Para 4.5.4 states 'The parking accumulation exercise demonstrates that directly comparable health centres can generate parking demand for around 40 vehicles.'

The scheme, however, only has provision for a maximum of 28 spaces. The site has limited or no public transport connections to the communities it is intended to serve, and also has poor Active Travel options. It is clear therefore that the vehicle trip movements to the site are likely to be at least as high as Asbri's own assessment: a requirement of 40 spaces. With insufficient car parking provision patients will inevitably have to park on Rhydlafer Drive, adjacent to a bus stop, and also including one used by School Buses. The road is on a difficult bend and visibility for drivers, pedestrians and cyclists will become obscured by a line of parked cars thereby increasing the danger to all road users, including children.

The Community Council strongly Objects to the Application on the basis

of inadequate car parking provision when considering transport needs, safety considerations and the location of the proposed development.

6.3.5 Highway Safety

The increase in vehicle movements is likely to cause local congestion at the dangerous junctions between the A4119 and Rhydlafor Drive and the A4119 and Crofft y Genau Road. We ask that consideration be given to making these junctions safer.

The Application includes Crash Data for the last 5 years for adjacent highways – but anecdotal evidence of residents suggests that this data is under recorded. Many minor incidents and near misses occur in this location on Rhydlafor Drive and its approach to the Llantrisant Road, as well as at the Crofft-y-Genau junction. The long bend on Rhydlafor Drive, the blind approach, the entrance to the Little Haven Nursery (for young children), and the significant slope all conspire to add to driver distraction and error. There will be a significant increase in the number of vehicle movements at this location, as a result of this proposal and also due to the large-scale housing developments nearby. The Community Council believes that inadequate consideration has been given in the Assessment to these issues and, with the known highway safety concerns at this location, asks that the Authority should give careful attention to this issue and to give full consideration to improving the safety of these junctions.

6.4 *St. Fagans Community Council:*

St Fagans Community Council recognises the need for the current Pentyrch surgery to move to new, more suitable accommodation. We also understand the need for increased GP capacity given the developments happening in North West Cardiff. However we are disappointed that this application is even being considered in its current state. The various documents contain numerous errors and/or contradictions, resulting in an unprofessional application. For example:

- The Technical Note Ecological Constraints and Measures to be Implemented quotes the client as Llanwern Community Council; since this is on page 1 it must have been seen by everyone who looked at the document. We are fully aware that templates are regularly used when preparing applications but we do expect the template to be applied to the subject in question. If the document's author, and anyone who proof read it cannot make the effort to correct such a basic inaccuracy we wonder how much of the document is merely 'template';
- Depending on the document/paragraph, the number of car parking spaces being provided is 25 (Transport Statement) or 28 (Planning Statement 3.12) or 41 (Design and Access Statement 4.22);
- The building opposite the site is either occupied by Curves Women's Gym (Design and Access Statement 3.3) or Cardiff Medical and Mobility (Transport Statement 2.4.7 and Planning Statement 5.13) when in fact it is occupied by Little Haven Nursery;
- Design and Access Statement 4.21 mentions a gross internal area of 686 sqm; Transport Statement 1.1.2 says up to 800 sqm; and
- Design and Access Statement 4.22 says 6 consulting rooms + 2 treatment rooms, Transport Statement 4.1.3 mentions 9 consulting/treatment rooms.

6.4.1 The mention of Curves Women's Gym is further evidence that this site has been under consideration for many years. It is disappointing that there was no consultation or engagement with the local community until so late in the process.

6.4.2 Transport Statement (TS)

We find this severely lacking and question the relevance of much of what is included.

Paragraph 1.1.2 mentions 28 car parking spaces, including 3 disabled. As we noted above, documents submitted with this application do not agree on the number of spaces to be provided.

Paragraph 2.4.7 mentions Cardiff Medical and Mobility being in the vicinity and states that this "would complement the provision of a Health Centre in the location ..". The building in question is occupied by Little Haven Nursery; their website advises that their "custom-designed nursery which was fully rebuilt and re-fitted to spec in 2018". When did the document author last give any serious attention to the area?

Paragraph 2.4.10 states Crofft Y Genau Road "provides an alternate route for vehicular movements travelling to west Cardiff". We understood that the LDP intention was to discourage use of Crofft Y Genau Road as a route to Culverhouse Cross and other areas to the west.

Paragraph 2.4.11 claims that Church Road, at 4.8m-6.5m wide is suitable for two-way vehicle movements. This may apply to cars in most places although the entrance to Pentyrch itself is narrower; a transit van with mirrors is around 2.3m wide. Two vans will be around 4.6m wide. They can pass but only with a few inches to spare. Delivery vans/light goods vehicles such as used for home grocery or parcel delivery are often wider. A transit van, such as used by some community transport groups, could not pass a delivery van. The statement is misleading. Hedgerows and trees along Church Road will require regular maintenance to ensure that the width of the road is not 'narrowed 'by growth. We cannot accept the assertion at 2.5.11 that "there is no obvious highway...problem....which could be exacerbated by the proposed development". Church Road is not suitable for increased traffic levels.

Paragraph 2.4.13 mentions a speed limit of 30mph in Pentyrch; some of the village is subject to a 20mph limit.

Paragraph 2.5.8 We assume the reference to "vulnerable road uses" is one of the typos in the document, but we are not sure what point is being made.

We question the relevance of the quotes provided in 3.1. It might be true that "2 miles is a distance that could easily be walked by the majority of people" or that "Five miles is a distance that could easily be cycled by the majority of people". While the statements may be correct taken alone they are too simplistic to have much relevance. The fact that someone can walk 2 miles does not mean that they will do so, or that it would be sensible or practical to do so. It is highly questionable whether the majority of people will even consider walking along Church Road, which is relatively narrow in many places, has no footpaths and is windy with several bends that affect visibility. Much also depends on the circumstances; people who are unwell are less likely to walk or

cycle. Very few people will be prepared to cycle Church Road to visit a GP. The road is not flat and climbs by several hundred feet from Rhydlafar.

Paragraphs 3.2.6 and 3.2.7 acknowledges the lack of cycle routes but mentions that walking and cycling routes are proposed for Llantrisant Road, but there are no dates for completion. Much of TS focus is on Llantrisant Road but the practice area is much wider.

We can find no logic or relevance to the declaration that 3.2km is a “reasonable and appropriate distance”. For what exactly? St Fagans village area is not mentioned although that is within the catchment area for the practice, neither are other areas. Is this only about the presumed catchment area for the Rhydlafar surgery, not the practice?

6.4.3 Bus

Information on bus services is provided, but the services are limited to Llantrisant Road and do not cover much of the practice area. Paragraph 3.4.1 mentions that the closest bus stops are on Llantrisant Road. There is a bus stop on Rhydlafar Drive. The key point here is that there is no public transport between Pentyrch and the proposed development. This is confirmed in paragraph 3.4.6. The same applies to other parts of the practice area. We would comment further on this paragraph but it finishes mid sentence/paragraph “The health centre and local health” so we are unsure exactly what is being said.

No mention is made of the school pick-up and drop-off which are very close to the proposed site entrance. Or the traffic for the nursery - not surprising, perhaps, as the author is unaware of it.

6.4.4 Rail

We regard most of this section as irrelevant to the application. Radyr Station is described as 3.2km from the site, which may be correct, but the recommended walking distance to public transport is 400m to a bus stop and 800m to a rail station. We doubt that most people visiting the surgery will be looking to go from Danescourt to Cardiff Queen Street! What exactly is the point of the diagram of Danescourt Station?

6.4.5 Vehicular Access

We are concerned about the site access which will be close to the bus stop on Rhydlafar Drive. Paragraph 4.2.1 claims that a precedent for access has been set by the building opposite. But visibility to the nursery access will not be affected by waiting buses. Visibility to the surgery access will be affected when a bus is at the stop on Rhydlafar Drive. Other vehicles travelling down Rhydlafar Drive towards the site/Llantrisant Road will be forced to the centre of the road close to the proposed site access. Access will not just be required for cars; it must also allow for delivery vehicles and emergency vehicles; the latter in particular could require access at any time of the day.

We cannot find any evidence that gradient has been considered when assessing visibility. We dispute the claim at 4.2.5 that there will be sufficient visibility.

6.4.6 Paragraph 4.5.4 states that parking demand will be “around 40 vehicles”. We understand and support Cardiff’s wish to promote sustainable transport but do not believe that it should lead to artificial limits on car parking at health centres. 4.5.2 states that people “not feeling well enough to use either public transport or walk/cycle choosing instead the convenience of a private car.” This is a derogatory statement as for people who are unwell, or are taking a sick relative, or a parent with an ill child it is not just about convenience. The number of car parking spaces will not influence whether or not people drive to the surgery; it is wrong to suggest that it will prevent people driving. Failure to provide the appropriate number of car parking spaces will only result in parking on Rhydlafer Drive, which is likely to further impact visibility from the site access.

6.4.7 Paragraph 1.1.2 mentions providing ‘healthcare facilities for around 5,600 residents’. Paragraph 3.1.3 claims a residential catchment ‘of around 8,000 residents’ (admittedly within the questionable 3.2km distance), but this does not allow for ‘additional residential population’ from Plasdwr. We are unclear as to how many patients the surgery is being built for. This is important as it affects the car parking requirements. It is also worth noting the site allows no room for expansion, either of surgery facilities or car parking. In assessing the number of car parking spaces no account has been taken of the traffic visiting the pharmacy. This will not just be Pentyrch residents, but others when passing, for example when going to or from work or other activity.

6.4.8 Construction

Whatever is contained in the CTMP, construction will result in considerable inconvenience to Rhydlafer residents, and we suggest will create potential dangerous situations on the already ‘busy movement junction’ with Llantrisant Road and at the proposed site entrance.

6.4.9 Design and Access Statement

We have already mentioned above some of the inaccuracies/contradictions in this; for example the reference to Curves Women’s Gym (3.3), 41 car parking spaces (4.22) when other documents mention a different number and the disparity in the number of consulting/treatment rooms and the internal sq. metreage. We are left wondering if Assura actually know what they will be building.

Curves Women’s Gym was closed many years ago. This shows how long this site has been under consideration; it is disappointing that there has been no consultation with residents until very recently.

The Site Context Plan at 3.1 shows the bus stops on Llantrisant Road but does not show the stop on Rhydlafer Drive.

We request that 41 car parking spaces (at least) be provided, as stated in paragraph 4.22.

Paragraph 4.34 states that land next to the A4119 will be left undeveloped for future highway widening, but the plans seem to cover the whole site.

Paragraph 4.41 acknowledges that the site is on a “busy movement junction”, but there is no mention of this in the Transport Statement.

Paragraph 7.05 mentions bus stops along Llantrisant Road but makes no mention of the bus stop on Rhydlafer Drive. The latter should be considered because of impact of parked buses on visibility and access.

6.4.10 Planning Statement

Several references are made to Rhydlafer Road (We do not know where this is!) including paragraph 2.6 which mentions bus stops including one “to the north eastern corner of the site on Rhydlafer Road”. We assume this means the bus stop on Rhydlafer Drive, which is missing from the Site Context Plan in the Design and Access Plan.

The Planning Statement fails to acknowledge that there is no public transport along Church Road.

Paragraph 4.10 quotes Planning Policy C1 and C6: “the facility would be readily accessible to the community it is intended to serve by public transport, walking and cycling.” Since none of these can realistically apply to Church Road it is questionable how much existing patients in Pentyrch are being considered; the surgery is not accessible to most existing patients by any of these means. “the facility will not lead to unacceptable parking or traffic problems”. Since the developers seem totally unaware of the nursery (according to paragraph 5.13 Cardiff Mobility Centre occupy the building) and make no mention of the school pick-up and drop-off it is difficult to see how they can claim this.

We understand that as part of this development Pentyrch village will lose their pharmacy. This will cause inconvenience to residents and result in more journeys being made as people need to go further to access the services provided. A pharmacy does more than dispense prescriptions from an associated surgery; it supplies a range of products and people are encouraged to contact the pharmacist for advice. As there is no bus service from Pentyrch (or other areas whose residents might use Pentyrch pharmacy) to the site and it is impractical to walk or, for many people, cycle along Church Road there will be an increase in car journeys. An increase in car journeys will result in increased greenhouse gas emissions. We can find no evidence that this has been considered. Although the increase in emissions will be minor compared to total Welsh emissions neither Cardiff Council nor WG can afford any incremental increase given the commitments in the Welsh Environment Act and the U.K. Climate Change Act. Additionally air pollutants generated such as NOx and SOx will have a slight detrimental effect on the residents of Rhydlafer.

Paragraph 5.4 claims that the site is not in close proximity to any sensitive sites; the Technical Note Ecological Constraints and Measures to be Implemented advises that there are 5 SINC's within 300m, including 2 just 100m away. We would expect these to be recognised as sensitive.

6.4.11 Drainage Strategy

The area surrounding the site is subject to problems caused by surface water run-off. We have been advised that the children’s playground at Rhydlafer is

experiencing ground water problems, the cause of which has not been identified. The playground is close to the site, around 50m. What investigations have been undertaken to confirm that the problem will not affect the site when it is built on?

Paragraph 2.16 fails to mention the small Nant Rhydlafer stream to the east of the site. Are the authors aware of this? It may be worth reconsidering the proposal to connect to a surface water sewer as it may be possible to channel run-off into this watercourse.

Paragraph 6.8 mentions rainwater harvesting. As the facility is being designed from scratch we believe that this environmentally friendly option should be reconsidered. Designing to use roof run-off water for toilet flushes will not add significant cost, would improve the green credentials of the building and may serve to further slowdown run-off.

Paragraph 6.27 deals with surface water sewer collection. Exceedances - the ability to deal with rainfall higher than the 1 in 100 year + 40% climate change allowance - will be dealt with as part of detailed drainage and levels design, with details provided to the SuDS review body for approval. We request that this is made a condition of any approval. Furthermore we request to be statutory consultees for the application to discharge this condition.

6.4.12 Military Activity

The Pre-Desk Study Assessment is for "New Medical Centre, Sachville Avenue, Cardiff." Unsurprisingly the information it contains is not correct for the Rhydlafer site where, for example, there was WWII activity. This is yet another example of the numerous errors referred to in our opening paragraph. Some are more critical to the application than others but together they result in an application that is not fit to be considered in its current state.

6.4.13 Letter from Peacock and Smith dated 15 January 2021

Although not part of the Planning Application we believe that we need to comment on this letter. The letter states that in advance of submitting the planning application 'we engaged with neighbours via a dedicated website and meeting with St Fagan's Community Council'. Ignoring the misspelling of St Fagans, we wish to make it clear that the meeting was at our request. Prior to our request for a meeting we received no consultation or communication from Peacock and Smith, Assura or anyone else involved with the proposed development. We have not seen the results of the survey, nor do we speak for residents of Pentyrch. We are not surprised by the claim that there is support for 'a modern building and improved patient services'. As stated above we understand the need to move to from the portakabins, but that is not the issue. The issue is the location for the modern building. The survey concentrated on facilities, not the location, so can hardly be taken as evidence of support for this development site.

7. **REPRESENTATIONS**

- 7.1 The application has been advertised by press notice, site notice and neighbour notification.

Objections have been received from 98 individuals and from the Rhydlafer Residents Group, and a petition of 59 valid signatures opposing the application has been submitted.

The reasons for objection are summarised as follows:

1. Highway safety
Increased danger, particularly to young and elderly residents, from increased volumes of road traffic. The Llantrisant Road junction is already very dangerous. The visibility splays proposed in the Transport Statement will not be achieved due to Rhydlafer Drive gradients and nearby bus stops.
2. Parking
There will not be enough on-site parking. Patients will park on the street, causing disruption to local residents and compromising visibility splays. It is estimated that overspill parking onto Rhydlafer Drive and surrounding residential streets will be as many as 40 cars during peak usage. Tesco was refused permission to turn the building across the road into an Express store because it could not provide enough parking spaces.
Photographs and videos of an organised demonstration of perceived parking issues have also been submitted.
3. Air pollution
Increased traffic will cause air pollution close to houses and a nursery.
4. Accessibility
People will not walk or cycle to the site as the roads from Pentyrch and Plasdwr are unsafe for pedestrians, wheelchair users and cyclists. The site is not accessible to people who cannot drive. There is no public bus service from Pentyrch meaning all visits will have to be made by car. There has been little consideration of the demographic nature of Pentyrch, with over 25% of its population being over 65 years of age. Patients who are less mobile or do not have transport are more likely to miss appointments or not attend the doctor if they need help.
5. Sustainability
Residents of Pentyrch will be wholly reliant on private transport to attend the surgery. This is unsustainable and contrary to Welsh Government objectives and green policies. Re-location of the pharmacy will also mean a 4 mile round-trip by car to obtain medical supplies.
6. Disruption during construction
There will be considerable disruption to local residents for a long period of time during site preparation and construction.
7. Noise
There will be an increase in noise. The quiet and peaceful character of the neighbourhood will be lost.
8. Light pollution
There will be an increase in light pollution from night time security lighting.

9. Hazardous waste
Hazardous waste will be stored and collected close to housing, play areas and child -care facilities.
10. Privacy
Loss of privacy to the garden and rear living space of a property on Ffordd Gwern due to overlooking windows and loss of trees.
11. Biodiversity
Trees and wildlife will be destroyed.
12. Visual amenity
A visually attractive area at the entrance to the estate will be lost. It would be better used as a wild flower meadow to encourage wildlife. It should have trees planted to shield the estate from the increasing traffic on Llantrisant Road.
13. Loss of open space
The proposed site is green belt and is implied Public Open Space. Its removal is contrary to the Green Corridor objectives of the County Council. The small remaining area of green space in Rhydlafer will be built on. It has been used by the public for decades and has been nurtured and managed by Cardiff City Council as a green space for residents to enjoy and to use. The proposal to build a surgery on this site would be a change of use, without consultation with residents, which may not be legal.
14. Design
The design of the new building is large and out of scale. It represents unacceptable over-development on a very small plot and will detract from the appearance of the area.
15. Flood risk
There will be a risk of further flooding/ excess water on Llantrisant Road.
16. Alternative location for surgery
There is land set aside in the Plasdwr development for a surgery – this facility should be located there. The majority of Plas Dwr residents would need to access this facility by car. New surgery facilities should be provided within the new Plas Dwr development, or within other new developments such as the new housing off Llantrisant Road south of Creigiau.
Five other sites were shortlisted, four of them in Pentyrch. One of these sites would be a better location to serve Pentyrch residents (particularly those who don't drive).
17. Alternative use of site
It would be more appropriate to build new executive homes on this site together with using part of the roadside land to improve traffic flow. This would provide far higher revenue for the land and a higher annual income from Council Tax.
18. Need for the development
The new surgery is not needed in this location as residents of nearby villages are already well served by surgeries (e.g. Radyr, Creigiau, Taffs Well, Danescourt). There is no rationale for supposing that they will use this new proposed surgery.
19. Usefulness
This facility won't be big enough to serve the residents of the large

number of new houses being built.

There is no evidence that the facility will provide a better service for patients or reduce waiting times for an appointment.

Welsh Government funding, announced in 2017, was to be made available to Pentyrch Surgery conditional upon its making 'a significant difference to the care people receive closer to home in their communities'. Due to its size and location it is unlikely that the building would be used by other delivery partners (e.g local authority , housing). The surgery would not share facilities such as parking, nor would it allow alternative uses. Therefore it is inconsistent with the declared Welsh Government strategy.

20. Loss of existing Pentyrch surgery and pharmacy

The Surgery and the Pharmacy are an integral part of the village community and it is important that they remain within the village. Loss of the surgery and pharmacy will add to the deterioration of the community hub of Pentyrch and will affect the mental health of residents.

21. Impact on existing business

There is an excellent pharmacy in Pentyrch – this development will affect their business.

22. Inaccuracies in the application

There are inaccuracies in the application e.g. it states that Cardiff Medical and Mobility operate from the retail unit opposite, which is untrue. The Medical and Mobility business operated a number of years ago. The unit has subsequently been a Spar grocery franchise, a NISA retail outlet, and currently operates as a Pre-School Nursery.

23. Lack of consultation

Local residents were not consulted. There was no attempt to involve patients/residents in any part of the process until the decision had been made and well advanced. Residents of Pentyrch should have been consulted as required under section 183 of the NHS (Wales) Act 2006. There has been no transparency whatsoever with site selection. Freedom of Information requests to the UHB have either gone unanswered or, provided little to no information particularly in regard to the scoring of the 5 short listed sites in Pentyrch compared to the one in Rhydlafer.

24. Motives of Council

If Cardiff Council approves this application it will be doing so in desperation for income and ignoring the concerns of residents.

25. Planning process

The Council is pushing through its own plans and not sticking to the rules it would use for other planning applications.

Cardiff Planning Department has not carried out any site visits to assess the size and suitability of this site for development or carried out risk assessments on the traffic, road safety, wellbeing or environmental implications.

26. Other considerations

The proposal does not accord with the Wellbeing of Future Generations Act or the 'One Planet Cardiff' report.

7.2 The objection from the Rhydlafer Residents' Group includes the results of a

survey which they carried out. 191 people responded. They state that the main findings were:

1. The majority of Rhydlafar residents are registered with Radyr surgery (82%). Only 5% are registered with the Pentyrch surgery.
2. 91% of Rhydlafar residents believe that the problems created by the surgery will outweigh the benefits. Their concerns include –
 - 'There will be inadequate parking on the site' (92%)
 - 'It will significantly increase the volume of traffic and cause congestion' (92%)
 - 'Road access onto the site could be dangerous' (85%)
 - 'It will make our roads less safe' (84%)
3. Overall, 86% of Rhydlafar residents oppose the development.

7.3 19 individual representations have been received in support of the application. Reasons given for supporting the proposals are summarised below:

1. The current surgery is in a portacabin in Pentyrch and is not fit for purpose. It is cramped, facilities for disabled patients are not ideal and there is little privacy, which is an additional source of stress to many patients. Also, the surgery was not able to operate under Covid restrictions due to an inability to make the required changes.
2. The demand for appointments currently outweighs the availability of staff/space. The proposed medical centre, being much bigger than the current surgery, will offer a far more suitable appointment system.
3. Many residents of Pentyrch have been obliged to obtain medical services outside of the village due to the closure of the original GP surgery, and the present surgery, due to its limited size, is unable to accept the volume of patients who would like to return.
4. This move will enable the Practice to expand the scope and range of service provision. There is an ever increasing demand on doctors and pharmacists to provide a wider and more diverse service – an appropriate building is needed to enable this. Many of the services that should be available to patients are currently limited and could be expanded at a better surgery. Patients often have to travel to Llandaff because certain services are not available at Pentyrch or because the Pentyrch surgery is not open on that day.
5. The proposed new building will also serve as a hub for evidence-based research, innovation and education, which will transform future practice and care.
6. The new development will be easily accessible from the main road, with ample car parking facilities, and will be only 2 miles from the current unsuitable surgery.
7. The site is suitable for the proposed use – it was formerly Rhydlafar hospital land.
8. Residents' concerns about additional traffic are unfounded.
9. The provision of a 'flexi' bus service covering Pentyrch, Rhydlafar, Creigiau, Gwaelod y Garth and Taff's Well would resolve most of the objections to the application.
10. This is the best and only way to secure the continued provision of Medical Services for the area. The Practice was unable to identify a

suitable and viable alternative within the village. The failure to secure a new surgery site presents a very real risk that the village could lose its Medical Practice altogether. The need for proper provision of full Medical Services, meeting the needs of the public it wishes to continue to serve, far outweighs the understandable concerns that have been expressed as to the precise location.

11. The quality of the service, the attitudes of the staff, the availability of appointments and the breadth of services available are more important factors than the location of the premises.
12. The relocation of the surgery closer to the site of housing development in the area will match patient demand. The housing development will lead to a busier junction with Llantrisant Road but also improved traffic management and public transport links.
13. The grassy area that is being proposed for development has never been used for recreation. Playing fields and a playground exist 50 metres away across the road from the proposed site.
14. The area including the nursery, playing fields and GP surgery, would become a hub for the community.
15. The new surgery will be easier for patients from Creigiau and elsewhere to access and will be closer to them.
16. Traffic through Pentyrch itself will be reduced.
17. The pharmacy will be happy to move – currently a little over half of its trade comes from the Pentyrch GP surgery. The move will give the business security and a better working relationship with the practice. It is intended that it will offer a delivery service for medication.

7.4 Mark Drakeford MS and Kevin Brennan MP have made the following comments:

There is a clear and urgent need for a new facility for Pentyrch Surgery and we welcome the fact that funding has been secured for this through the Welsh Government's £68 million fund for new primary care facilities.

We are always keen to encourage investment in local services in Cardiff West, and we have consistently taken the view that this must be done in consultation with the local population to ensure that developments maximise the potential benefits and minimise the potential challenges for the communities in which they are located.

With this in mind, we want to highlight some of the points which have been raised with us by local residents which need to be considered as part of this planning application.

1. Patients currently enrolled at the surgery will need to be able to access the new site from Pentyrch village. It would not be desirable for all of these patients to travel in cars along Church Road, and many will not have cars. Assurances will be needed about how patients will be able to travel from Pentyrch to Rhydlafer.
2. Disruption to the roads surrounding the proposed site needs to be minimised. A number of options for mitigation could be considered,

including varied working hours, additional car parking spaces and continued use of the virtual consultation systems which have been developed during the Covid-19 pandemic.

3. The safety and wellbeing of local residents should be at the heart of the new surgery, with due consideration given to this as part of every decision taken. Almost all other GP surgeries in Cardiff West are located within residential areas, and in all cases they work happily alongside their neighbours and have a positive impact in the local community.

8. **ANALYSIS**

8.1 The application site falls within the settlement boundary as defined by the adopted Local Development Plan proposals map and has no specific designation or allocation, therefore the proposal raises no land use policy concerns and is considered acceptable in principle.

8.2 LDP policy C1 (Community Facilities) is relevant to proposals for new and improved health facilities. This policy encourages new health facilities subject to the following criteria being satisfied:

- i. The facility would be readily accessible to the local community it is intended to serve by public transport, walking and cycling;
- ii. The facility would not unduly prejudice the amenities of neighbouring and nearby residential occupiers;
- iii. The facility would not detract from the character and appearance of a property or the locality;
- iv. The facility will not lead to unacceptable parking or traffic problems;
- v. The facility is designed with the greatest possible flexibility and adaptability to accommodate additional community uses without compromising its primary intended use.

8.3 Considering each of these criteria:

i. Accessibility

This issue has caused the most concern amongst residents of the area. The medical centre is intended to replace the existing GP surgery at Pentyrch and provide an enhanced service within the Llandaff and Pentyrch Cardiff and Vale University Health Board (CVUHB) Practice Boundary; however, there is currently no public transport facility linking the new site with Pentyrch, which is around 1.5 miles away, and the road between Pentyrch and Rhydlafer is narrow and lacks a footway, making it unattractive to most people as a walking or cycling route.

8.3.1 In order to resolve this issue, the applicant has agreed with the Council's Transportation officers that a financial contribution will be paid towards the provision of a community bus. Although the site will still be difficult to reach from Pentyrch by bicycle or on foot, there will be a public transport service for those without a car. It is also noted that the practice area covers places such as Radyr, Creigiau, Groes-faen and the new housing being developed along Llantrisant Road close to the application site, which is to incorporate footpaths,

cycle routes and a public transport service. For patients from these areas, travel to the new surgery will therefore be easier than to Pentyrch. On balance, therefore, it is considered that the proposed facility is acceptable in terms of accessibility as it will be readily accessible to the local community it is intended to serve by public transport, walking and cycling.

8.4 ii. The amenities of neighbouring and nearby residential occupiers.

There are no residential properties immediately to the south, north or west of the application site. The nearest houses are to the north west (on Cae Garw Bach, approximately 40m away) and the east (on Ffordd Gwefn, on the opposite side of the footpath and belt of trees). The property on Cae Garw Bach is in an elevated position in relation to the application site and is screened by trees. It has no windows facing towards the site. The garden of the nearest house on Fford Gwern is located at a distance of more than 40m from the proposed building, and more than 14m from the car park, and is separated from the application site by a belt of trees, which are protected by a Tree Preservation Order, and a public footpath. The house itself is more than 65m from the proposed building and does not directly face towards it. Therefore it is considered that there will be no loss of amenity to nearby residents as a result of loss of privacy, loss of light, overbearing impact or general disturbance. Furthermore, the opening hours of the medical centre and pharmacy will be 08:00 to 18:30, therefore there will be no activity on the site at 'unsociable' hours, and there will be no large goods vehicles visiting the site regularly or noisy air conditioning units or other external plant.

8.5 iii. Character and appearance of the area.

The area around the application site is characterised by detached, two storey houses and landscaped green space, with a single storey commercial building on the opposite side of the road junction. There is currently open farmland to the south and east but the land to the south east will become open space within a housing development in the future, as it forms part of a strategic housing site (Plasdwr). The application site is currently a large area of maintained grass highway verge, therefore no trees or other important landscape features will be lost if it is developed. The building itself is well designed, with appropriate detailing and a consistent treatment on all sides, and finished in materials to harmonise with existing buildings in the locality. Its scale and appearance are considered appropriate for this key, corner location. Landscaping will also provide a green setting and partly screen the development. The existing belt of trees on the eastern boundary will be retained, which will assist in integrating the development into its surroundings. Overall, it is considered that the proposed development is appropriate to the character and appearance of the surrounding area and will have no adverse impact on visual amenity.

8.6 iv. Parking/traffic.

The Transport Statement and additional information provided by the applicant's Transport Consultant has been reviewed by the Council's

Transportation officers, who raise no objections to the application. With regard to highway safety, they confirm that there will be satisfactory visibility at the site access and that a pedestrian crossing will be provided on Rhydlafer Drive and across the access. No concerns are raised regarding highway and pedestrian safety or increased traffic in the area.

- 8.6.1 With regard to parking issues, the proposed number of car parking spaces (28) significantly exceeds the maximum allowed by the current Supplementary Planning Guidance 'Managing Transportation Impacts (Incorporating Parking Standards)' (2018), which is 18 (2 spaces per consulting room). The purpose of setting a maximum limit for car parking spaces is to manage demand for travel by car so as to encourage the use of sustainable modes of transport. A 55% over-provision of car parking spaces would usually be unacceptable; however, in this instance it is recognised that currently there are limited opportunities for patients to access the site by alternative modes of transport, although this will improve as the nearby housing sites are developed (for example, there will be a dedicated cycleway along Llantrisant Road from the east). Transportation officers have therefore raised no objections on parking grounds, subject to conditions requiring adequate cycle parking facilities and subject to obtaining a financial contribution from the developer for the installation of additional waiting restrictions on Rhydlafer Drive.

8.7 Adaptability.

This is a requirement that would normally be applied to new, non-commercial facilities used by local communities for leisure and social purposes, such as leisure centres, libraries etc. Medical centres are included within this policy but, due to the nature of their use, it would not normally be appropriate for them to also accommodate other community uses.

- 8.8 The proposals are considered to satisfy the above criteria and to comply with LDP policy C1 for the provision of new community facilities.

8.9 Trees and landscaping.

Another significant aspect of this proposal is landscaping and the impact on existing trees and hedgerows, given that there is a belt of trees on the eastern boundary of the site that are protected by a Tree Preservation Order. LDP policy EN8 states that 'development will not be permitted that would cause unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage value, or that contribute significantly to mitigating the effects of climate change.'

- 8.9.1 Although no Tree Assessment is included in the application, it is evident that the proposals avoid development close to the protected trees by placing the building towards the western side of the site and retaining the area adjacent to the trees for landscaping. It is noted also that there is a watermain easement in this location, which prevents built development. There will, however, be hard surfacing for the car park relatively close to the eastern boundary and site levels may also need to be altered. Conditions should therefore be used to ensure that there is no damage to tree roots as a result of the development

and that trees are protected during construction.

8.9.2 The submitted landscaping scheme includes tree planting, wildflower seeding and the introduction of a new hedgerow around the site boundary, and is broadly acceptable. However, the species of tree to be planted should be amended to locally native species and the hedgerow should be made more diverse, which will have a greater benefit in terms of biodiversity. The final scheme may also need to be amended as the submitted soil resource survey does not include considerations such as the structural and textural characteristics of the soil and the suitability of the soil to support the proposed landscape functions. Further details can be required by condition.

8.10 Other issues have also been raised by objectors and supporters of the scheme. These are considered as follows, with reference to section 7 of this report:

8.10.1 Objections

1. Highway safety

This issue is addressed above. Highways/Transportation officers have raised no concerns regarding increased volumes of traffic or pedestrian/highway safety.

2. Parking

This issue is discussed above. Highways/Transportation officers have raised no concerns regarding parking, and the waiting restrictions to be introduced on Rhydrafar Drive will protect visibility splays. There is no evidence of planning permission for use of the neighbouring building as a convenience store ever being refused. With regard to the photographs and videos submitted, the applicant has responded as follows : *'These were taken at an event organized by Rhydrafar residents on 19th November at 10:30. Potential objectors were invited to take part in a 'photo opportunity' requiring cars to be parked for approximately 15 minutes. These photographs are now being circulated to local resident and local members and uploaded onto the LPA website, out of context, implying that this is the current parking situation. The photographs are a false representation of the current situation deliberately designed to mislead members of the public and elected members. Furthermore, these photographs seek to raise objection to a proposal for essential investment in NHS services during a time when Covid restrictions are in place – restrictions which seek to protect the NHS. Whilst we are aware that the Council's highways officers know the site well and will attend site visits prior to making their formal comments, those who are adhering to lockdown regulations may not consider a site visit as essential and may be misinformed by these deliberately misleading photographs. Were anyone content that making a site visit – even remaining in their car – complied with the restrictions, we would encourage them to visit the site at any time to form their own opinion.'*

3. Air pollution

Any increase in traffic will be minimal and will cause an insignificant amount of air pollution, particularly in the context of the increase in traffic

movements along Llantrisant Road as a result of the new housing developments.

4. Accessibility
This is discussed above.
5. Sustainability
Although some patients will have to travel further to access the medical centre, others will not have to travel as far as they do at present, and as there will be a community bus service provided between the application site and Pentyrch, residents will not be wholly reliant on private transport. The medical centre will also be accessible to many of its patients, notably residents of the Plasdwr development, by walking and cycling. It is not considered that there are grounds for refusal of the application for lack of sustainability.
6. Disruption during construction
A construction management scheme can be required, which will minimise disruption caused by building works. Matters such as dust and noise are controlled under environmental health legislation. It would be unreasonable to refuse planning permission on the grounds of any temporary disturbance that would be caused by construction.
7. Noise
Medical centres tend not to be inherently noisy. There are in any case no houses immediately adjacent to the proposed building and any additional noise from cars will be insignificant, given the site's location adjacent to the A4119 Llantrisant Road.
8. Light pollution
A condition can be used to ensure that any lighting on the site is appropriate and causes no disturbance to nearby residents or to wildlife.
9. Hazardous waste
The application includes a waste management strategy which the Council's Waste Management officer finds acceptable. The only waste generated by the medical centre will be the usual clinical and office waste, which any surgery generates, including that in Pentyrch, which is in the village centre close to houses and a community hall.
10. Privacy
There will be no windows facing towards the garden of the property on Ffordd Gwern at a distance of less than 43m (ground floor) and 47m (first floor), and no trees are to be removed as part of the development. The separation distance between the new windows and the existing house is even greater. These distances, along with the retention of the trees, are considered to be adequate for the protection of privacy. The normally accepted minimum distances between first floor windows of a new development and the garden and habitable room windows of an existing dwelling are 10.5m and 21m respectively.
11. Biodiversity
No trees will be lost and the existing mowed grass does not support a diverse range of species. The new development will improve the biodiversity of the site by introducing more trees and creating small areas of wildflower meadow.
12. Visual amenity
The vacant grass verge is not considered to be a particularly attractive

area. The new development will include trees and wildflower planting and will help to shield the residential area from the effects of traffic on Llantrisant Road.

13. Loss of open space

The application site is not 'green belt' – it is within the settlement boundary as defined in the Local Development Plan – and it is not designated Open Space, nor is it within a defined Green Corridor. This is not the only 'green space' in Rhydlafer – there is a large area of public open space immediately to the north of the application site. The application site has not been 'nurtured and managed by Cardiff City Council as a green space for residents to enjoy and to use' but is highway land which has been maintained as a highway verge. No separate application is needed for a change of use of the land, and residents have been fully consulted on the proposals for the new medical centre in accordance with planning legislation.

14. Design

This issue is discussed above. The design of the proposed building is considered to be acceptable and appropriate to its context. It will not represent 'overdevelopment' but will be surrounded by landscaped space, incorporating the existing belt of trees, and will have an adequately sized car park.

15. Flood risk

The site is not within an area categorised as being at risk of flooding therefore this is not a planning issue. Surface water drainage for the development will be dealt with via a process which is separate from planning permission. The development requires a sustainable drainage system to manage on-site surface water. Surface water drainage systems (SuDS) must be designed and built in accordance with mandatory standards for sustainable drainage published by the Welsh Ministers. These systems must be approved by the local authority acting in its SuDS Approving Body (SAB) role before construction work begins.

16. Alternative location for surgery

This facility will be separate from that provided within the Plasdwr development and will have a different catchment area. If it were provided within the new housing development, it would be even further from Pentyrch. It is noted that other sites in Pentyrch were considered by the applicant but these were all rejected. The reasons for this are not given but in any case it is not possible to insist that the applicant develops one particular site in preference to another.

17. Alternative use of site

The Local Planning Authority must consider the acceptability of the development that has been applied for, irrespective of whether others may prefer an alternative scheme. The amount of revenue generated is not a material planning consideration.

18. Need for the development

The applicant has identified a need for a new medical centre and has secured funding for its provision from the Welsh Government. The proposed facility will provide a permanent location for services for the northern part of the practice boundary and there is no reason to believe that residents will not use it.

19. Usefulness
There will be other facilities to serve residents of the new developments. It is clear that the new medical centre will provide a much better service than is currently possible in the temporary facility in Pentyrch and that, being larger and providing a greater range of services, it is likely to result in reduced waiting times for appointments. It is considered that it will achieve the Welsh Government's funding requirement by providing a much greater range of healthcare facilities within the community, in a 'state of the art' building. The point regarding alternative uses is discussed above.
20. Loss of existing Pentyrch surgery and pharmacy
The local planning authority has no powers to prevent the closure of GP surgeries or pharmacies. This is not a material planning consideration. Refusing planning permission for the replacement surgery would not mean that the existing surgery had to be retained: it is noted that Pentyrch has previously been left without a GP surgery for several years after the previous one closed and no alternative was provided.
21. Impact on existing business
The current owner of the pharmacy in Pentyrch has indicated a willingness to move to the new site and that it will be advantageous to the business to do so.
22. Inaccuracies in the application
The identified inaccuracies are not material to the consideration of the application.
23. Lack of consultation
Any legal requirements of the Health Board to consult local residents about its proposals are entirely separate from the planning process and are not material planning considerations.
24. Motives of Council
The Council as Local Planning Authority has no regard to any financial implications of the development. Only material land use planning matters are to be taken into consideration when the application is determined. The concerns of residents are set out in this report and, as far as they relate to material planning issues, they will be considered in the determination of the application.
25. Planning process
The plans have not been produced by the Council and the planning application is being processed in exactly the same way as any other. Site visits have been carried out by the case officer and the observations of technical consultees on issues such as traffic, road safety and environmental matters, have been obtained and are included in this report.
26. Other considerations
The aims of the Wellbeing of Future Generations Act will be taken into consideration when the planning application is determined as any statutory body carrying out a planning function already has a duty to exercise those functions in accordance with the principles of sustainable development. The aims of 'One Planet Cardiff' are contained in Local Development Plan policies, which are taken into consideration when planning applications are determined.

8.10.2 Support

1. Poor conditions in the current surgery
This provides a background to the application but is not a material planning consideration. The application must be determined on its own merits.
2. Demand for appointments
Although the need for larger premises which can offer more appointments has been identified by the applicant, this also is not a material planning consideration.
3. Patients who would like to return to the practice
This is noted; however it is not a material planning consideration, although it does indicate that there is a demand for larger premises.
4. Improved scope and range of service provision.
This is noted.
5. Research, innovation and education
This indicates that the new building will accommodate ancillary uses and will not simply be a replacement for the Pentyrch GP surgery. It is therefore more easily accessible to many future users in this proposed location than it would be in Pentyrch itself.
6. Accessibility
This is discussed above.
7. Suitability of proposed use
The fact that the land was once part of the grounds of a hospital is not relevant to the determination of this application. The character of the area has changed since that time.
8. Traffic
Concerns about traffic are discussed above.
9. Bus service
There are proposals for a community bus service which will be part funded by the applicant. This issue is discussed above.
10. Risk of loss of practice
This is noted. However, the potential loss of a medical practice from an area is not a material planning consideration but is a matter for the Health Board. The Planning Committee must consider this application on its own merits and come to a balanced view as to whether the benefits of the proposed development outweigh the concerns that have been expressed, and whether those concerns form reasonable grounds for the refusal of planning permission.
11. Quality of service
The suitability of the location of the premises is a material planning consideration, whereas the quality of the service offered is not.
12. Relocation closer to housing developments
It is for the Health Board to determine the level of patient demand. The improvements to the road junction and public transport as a result of the new housing developments will make the medical centre more easily, and safely, accessible.
13. Use of site for recreation
This is discussed above. Residents may have used the site informally for dog walking etc. but it is not designated open space, unlike the park

- and playground opposite.
14. Community hub
It is agreed that the medical centre would bring more activity to this part of the community, which may become a 'hub'.
 15. Easier access for patients from Creigiau and elsewhere
This is acknowledged elsewhere in this report.
 16. Traffic through Pentyrch
Any reduction in traffic in Pentyrch is unlikely to be noticeable.
 17. Relocation of pharmacy
This is noted, although it is not a material planning consideration.

8.10.3 The comments of Mark Drakeford MS and Kevin Brennan MP are noted. The points that they raise are covered elsewhere in this report. The suggestion of varied working hours and continued use of the virtual consultation systems which have been developed during the Covid-19 pandemic are not matters which can be controlled by the planning system. Additional car parking spaces would be contrary to the Council's, and Welsh Government's, policies relating to sustainable transport.

8.10.4 Both the Pentyrch Community Council and St Fagans Community Council have submitted lengthy objections to the application. The points raised in their representations are addressed in the responses to the objectors' comments, as set out above.

8.11 Conclusion.

This application has generated a great deal of concern, particularly regarding transport issues and the loss of the Pentyrch GP surgery. However, the proposed development complies with local and national planning policies and will provide a much improved and more comprehensive health facility, albeit more remote from many of the practice's existing patients. The main issue of concern, which is the current lack of public transport links between Pentyrch and Rhydlafer, will be addressed by the provision of a community bus service, part funded by the developer. On balance, it is considered that there are no reasonable grounds for the refusal of this application and approval is recommended, subject to conditions and to the signing of a S106 obligation requiring the provision of a financial contribution towards the provision of public transport facilities and waiting restrictions on Rhydlafer Drive, as detailed above.

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.

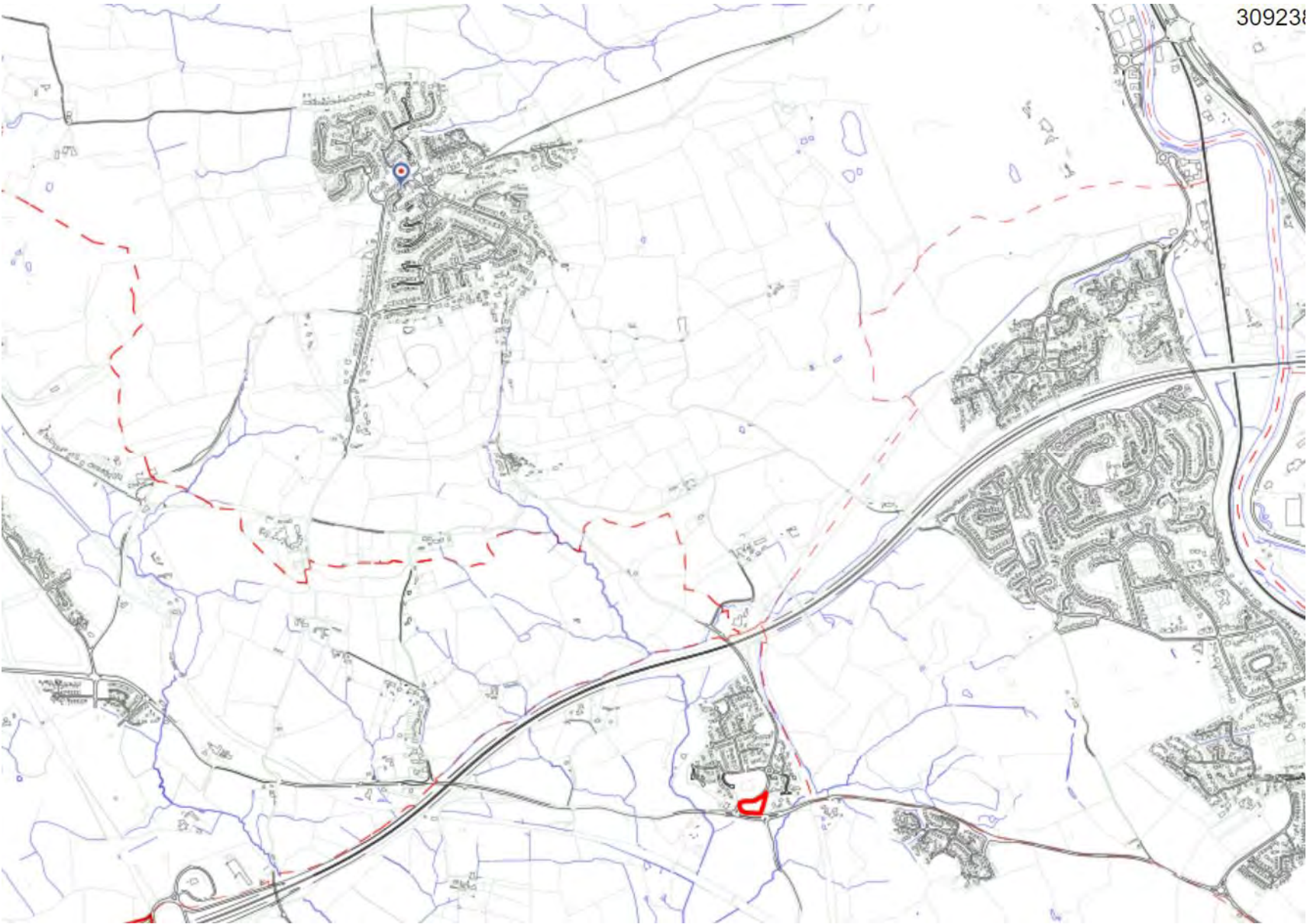
9.3 *Environment (Wales) Act 2016*

The Environment (Wales) Act 2016 imposes a duty on the Local Authority to seek to maintain and enhance biodiversity in the proper exercise of its functions. and in doing so to promote the resilience of ecosystems. It is considered that the proposed development does not have any significant implications for, or effect on, biodiversity.

9.4 *Well-being of Future Generations (Wales) Act 2015*

The Well-being of Future Generations (Wales) Act 2015 places a duty on the Welsh Ministers (and other public bodies) to produce well-being objectives and take reasonable steps to meet those objectives in the context of the principle of sustainable development. The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act), has been considered and account has been taken of the ways of working set out at section 5 of the WBFG Act in the determination of this application, and it is considered that this decision is in accordance with the sustainable development principle through its contribution towards one or more of the well-being objectives referred to in section 9 of the WBFG Act.



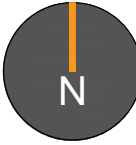
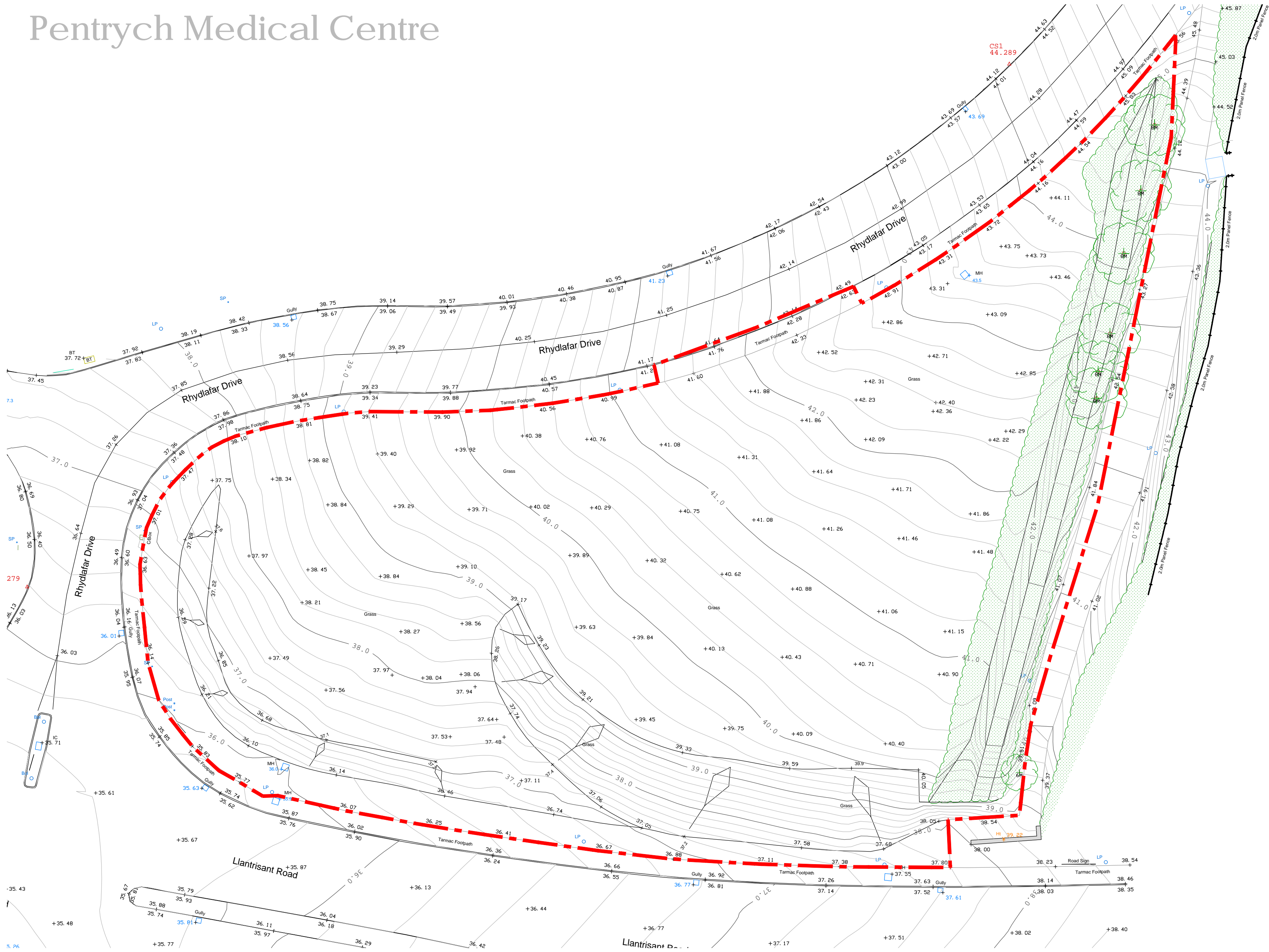




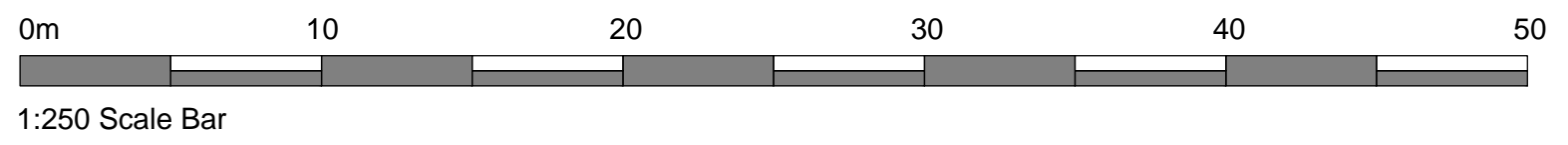




Pentrych Medical Centre



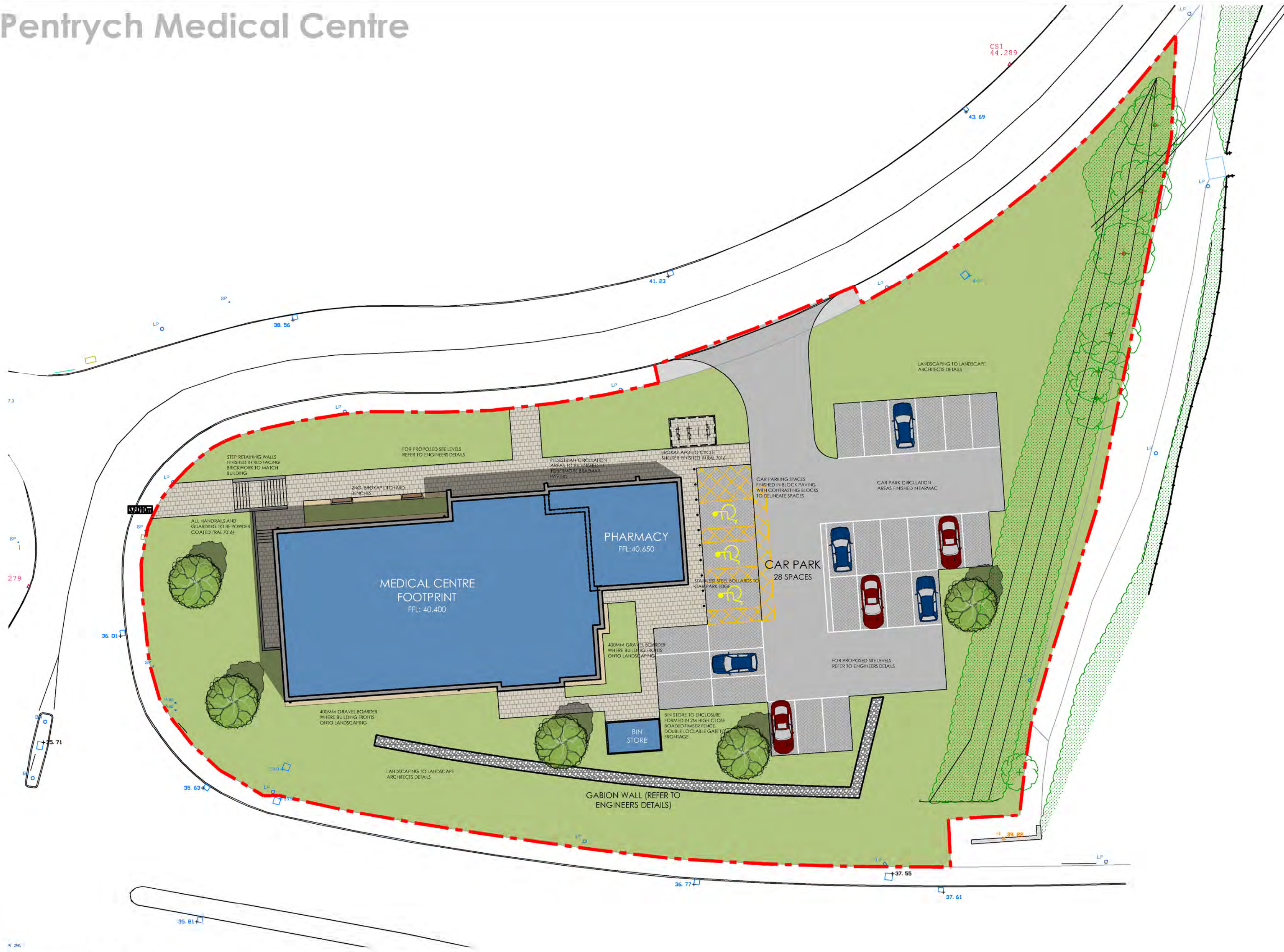
Existing Site Plan
scale 1:250@A2



Rev Date	Note
Status:	PLANNING
 West Hart Partnership Ltd. Chartered Architects 5 Aldergate, Tamworth, Staffs. B79 7DJ 01827 67123 post@westhart.com www.westhart.com	
Client:	ASSURA
Project:	New Medical Centre Pentrych
Drawing title:	Existing Site Plan
Drawing number:	1766-105
Revision:	
Date of first issue:	08-12-20
Scale / Paper size:	1:250 / A2
Drawn by / checked by:	CC / SW

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Pentrych Medical Centre



Proposed Site Plan
scale 1:250 @ A2



1:250 Scale Bar

Rev Date Note

Status:
PLANNING



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Client:

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Project:
**New Medical Centre
Pentrych**

Drawing title:
**Proposed Site
Plan**

Drawing number:
1766-111

Date of first issue:
07/04/2020

Revision:
N

Scale / Paper size:
1:250 / A2
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Proposed Elevations...



North Facing Elevation
scale 1:100@A1



West Facing Elevation
scale 1:100@A1



East Facing Elevation
scale 1:100@A1



South Facing Elevation
scale 1:100@A1

EXTERNAL FINISHES

- ① LOCAL STONE
- ② WHITE THROUGH COLOUR RENDER
- ③ SLATE EFFECT ROOF TILES
- ④ RED FACING BRICKWORK
- ⑤ POLYESTER POWDER COATED ALUMINIUM, (RAL 7012).
- ⑥ POLYESTER POWDER COATED ALUMINIUM WINDOWS - (RAL 7012).
- ⑦ RAINWATER GOODS 150x150mm SQUARE SECTION POWDER COATED ALUMINIUM (RAL 7016).
- ⑧ PV CELL LOCATION
- ⑨ POWDER COATED ALUMINIUM ROOF WINDOWS
- ⑩ INTAKE/EXTRACT LOUVRE, COLOUR TO MATCH ADJACENT MATERIAL
- ⑪ GAS BOILER FLUE
- ⑫ LOCATION OF GREEN GRP INCOMING GAS BOX
- ⑬ DOTTED LINE DENOTES POWDER COATED BALUSTRADE FINISHED IN RAL 7016

E	11-12-20	Minor revisions
D	08-12-20	General amendments
C	30-11-20	M&E information added.
B	30-09-20	Revised to suit latest scheme.
A	06-05-20	Material amendments.

Rev Date Note

Status:
PRELIMINARY

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Client:
ASSURA

Project:
**New Medical Centre
Penlyrch**

Drawing title:
**Proposed
Elevations**

Drawing number:
1766-300

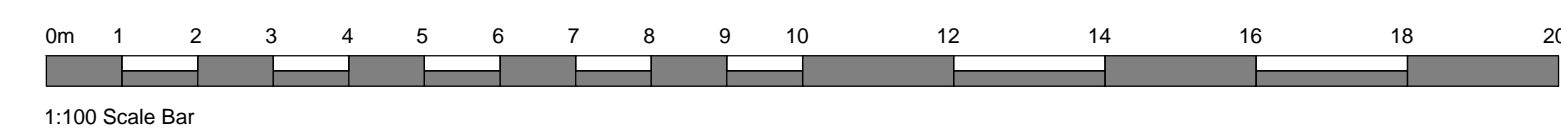
Date of first issue:
30-03-20

Revision:

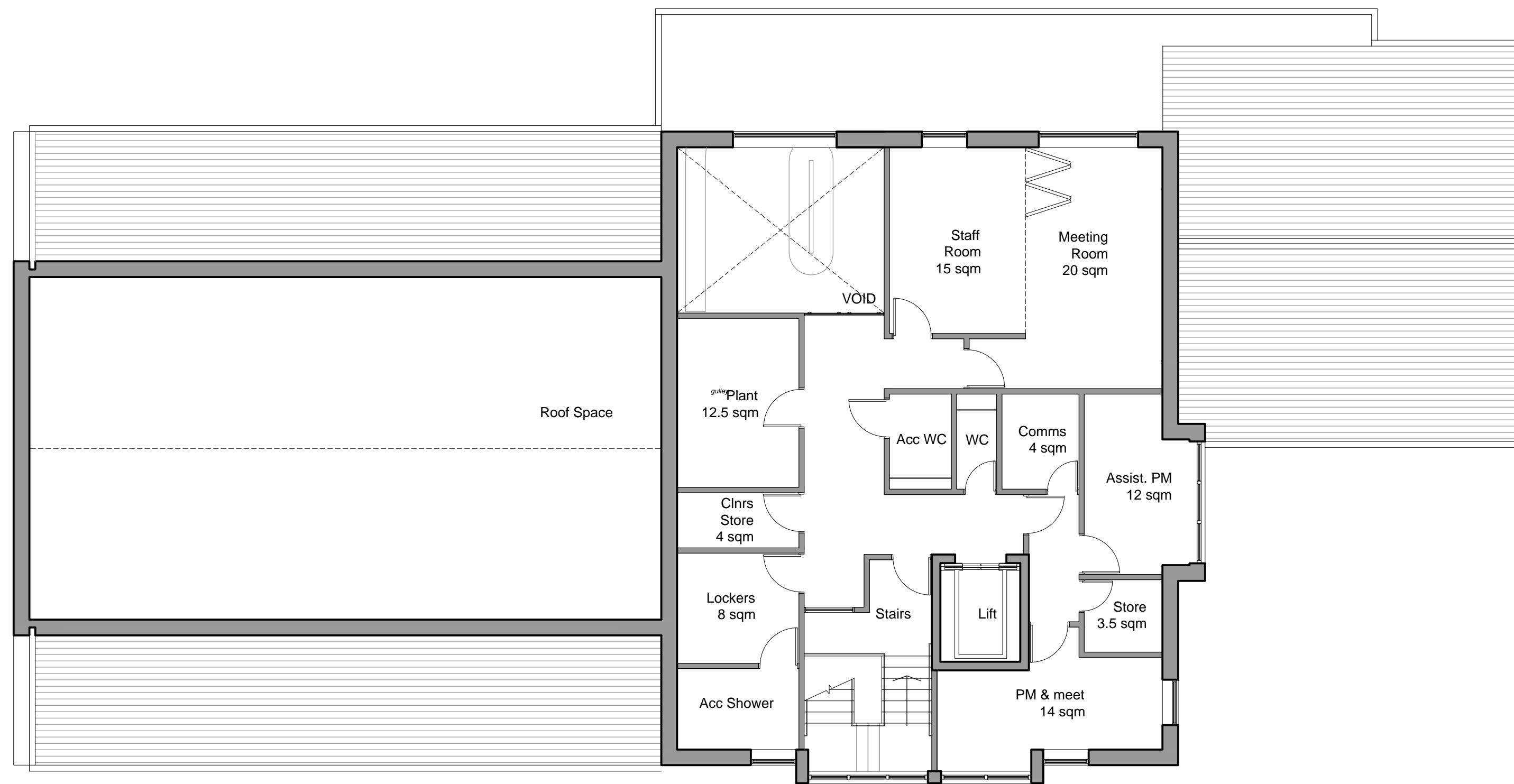
Scale / Paper size:
1:100 / A1

Drawn by / checked by:
E

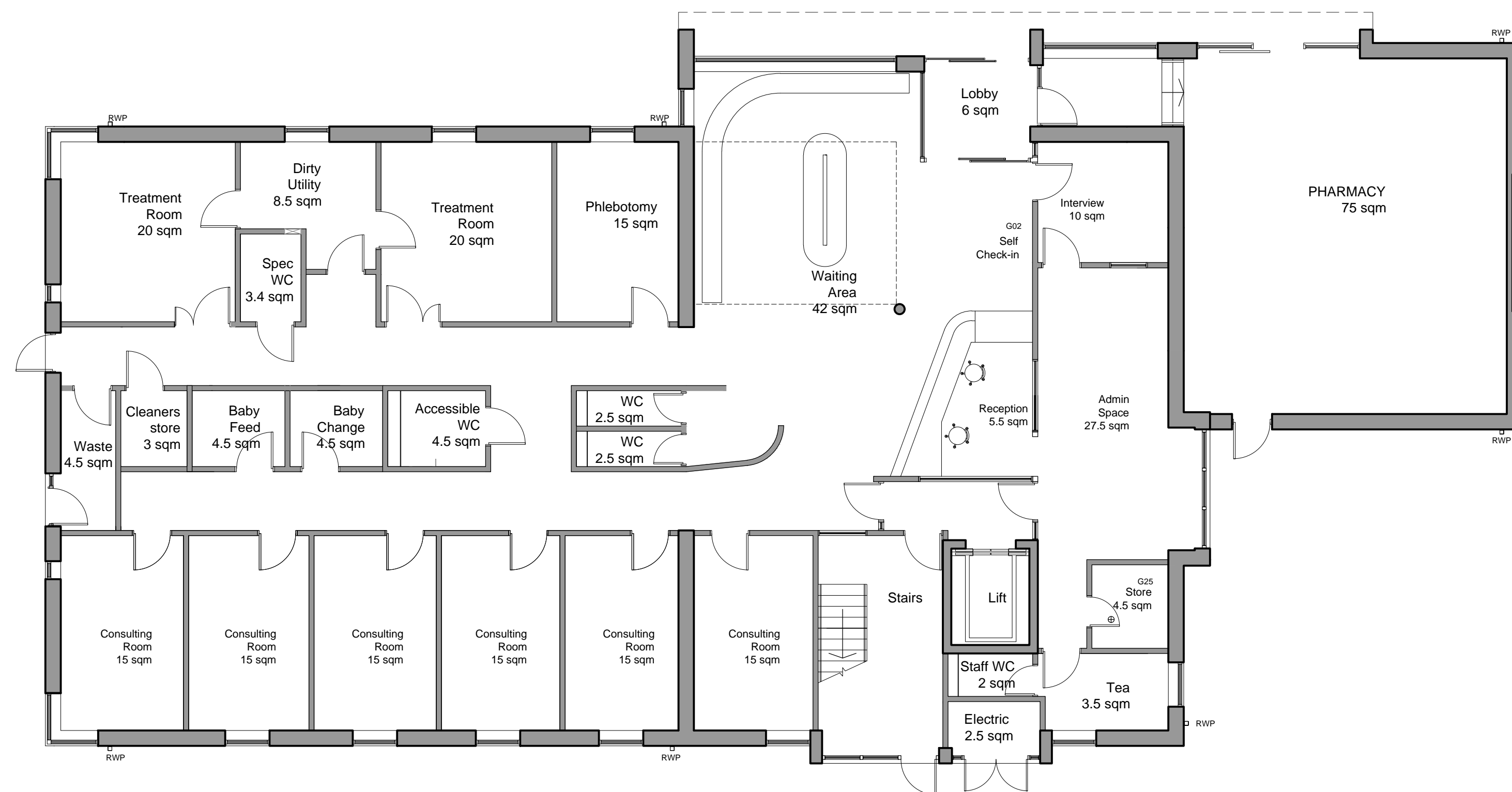
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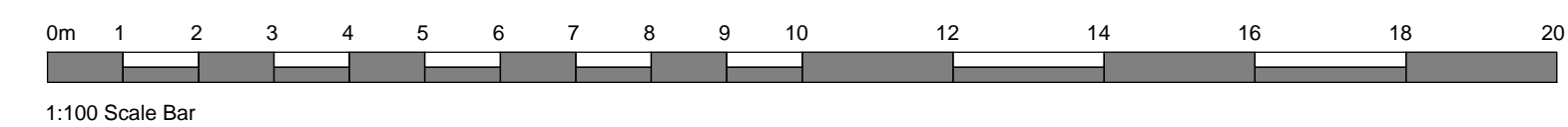
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Proposed First Floor Plan
scale 1:100@A1



Proposed Ground Floor Plan
scale 1:100@A1



Rev Date Note

Status:
PLANNING

Client:
ASSURA

Project:
New Medical Centre
Pentyrch

Drawing title:
Proposed
Floor Plans

Drawing number:
1766-201

Revision:
M

Date of first issue:
13-03-2020

Scale / Paper size:
1:100 / A1

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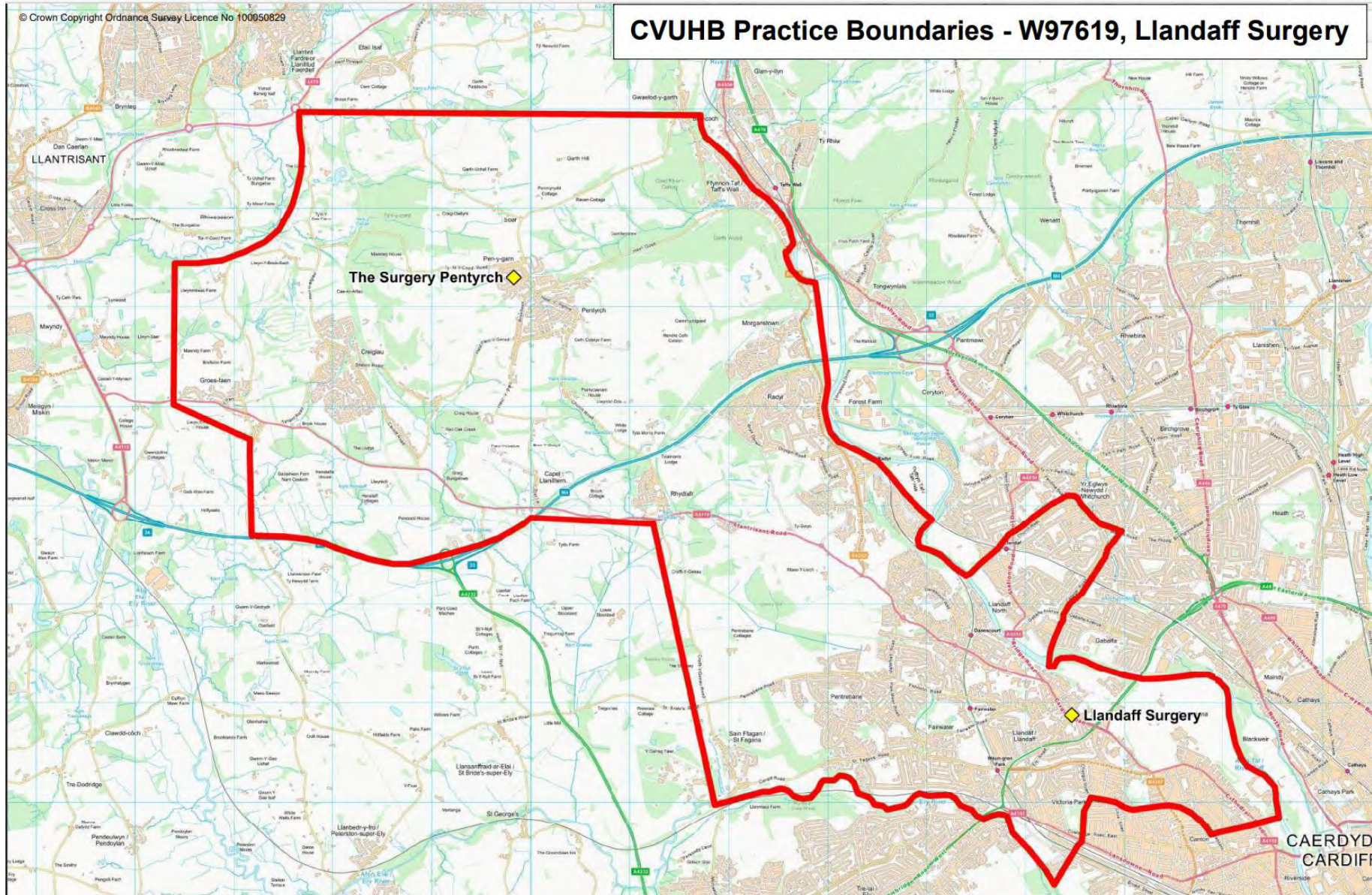
New Northern Medical Centre for Llandaff and Pentyrch Surgeries
1766-301 (rev B) Proposed Visual looking towards entrance from Rhydlafor Drive
December 2020

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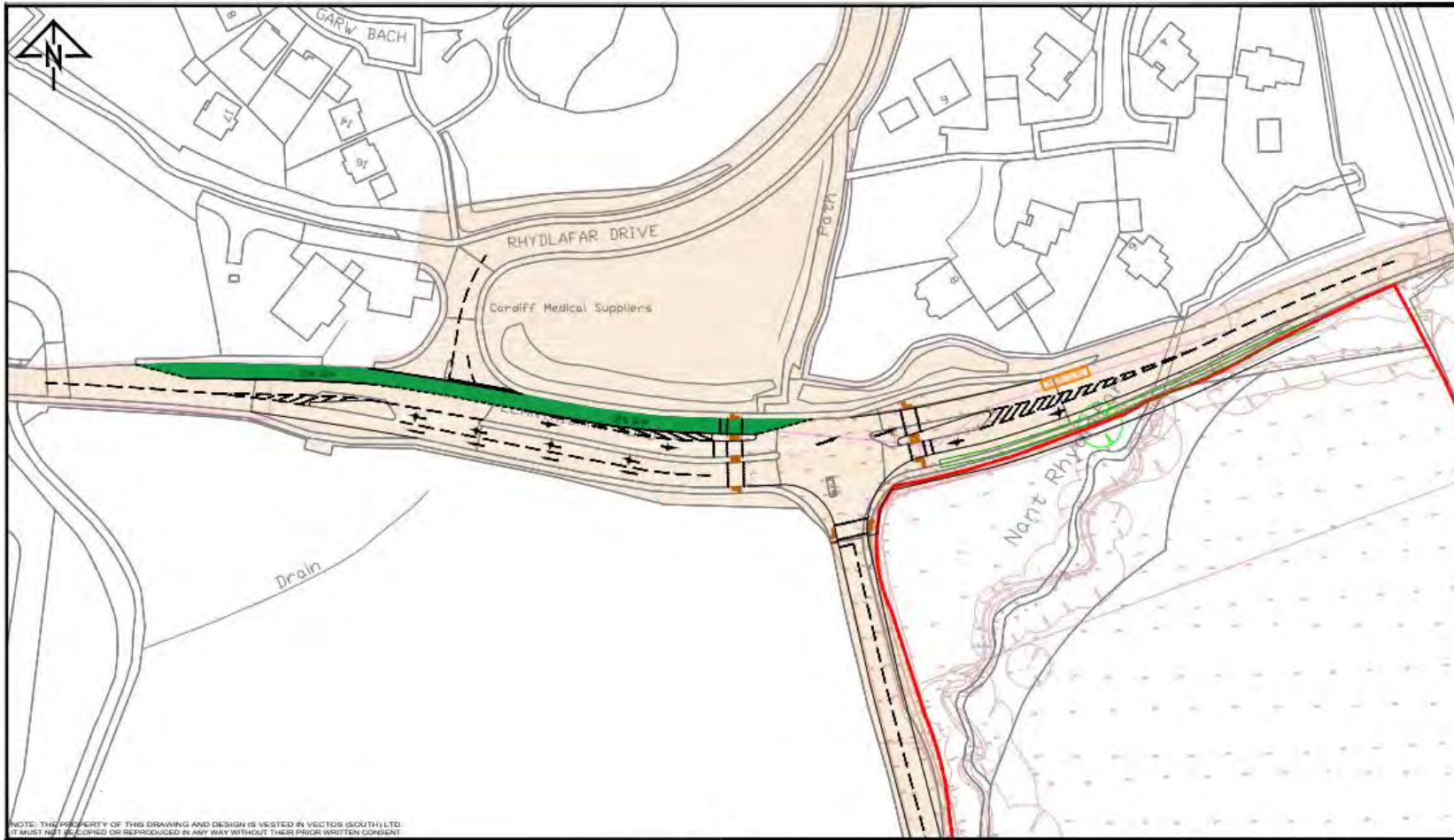


CVUHB Practice Boundaries - W97619, Llandaff Surgery









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REV	DETAILS	DRAWN	CHECKED	DATE
-				

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:

Extents of Adopted Highway

North West Cardiff

Llantrisant Road Junction / Croftt Y Genau Junction 1

DRAWN	CHECKED	DATE	SCALE
AP	LIS	26.09.16	1:1000 at A3

Redrow Homes

vector
Sustainable planning specialists

10th Floor, Helmont House, Churchill Way, Cardiff CF10 2HE
t: 02920 720 860 e: enquiries@vector.co.uk

DRAWING NUMBER	REVISION
W141304_A01_J1	J

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PETITIONS OBJECTING AND IN SUPPORT

COMMITTEE DATE: 19/05/2021

APPLICATION No. **21/00497/MNR** APPLICATION DATE: 01/03/2021

ED: **LLANDAFF**

APP: TYPE: Full Planning Permission

APPLICANT: Llandaff City Busy Bees

LOCATION: LLANDAFF PRIMARY CARETAKERS HOUSE, 28
HENDRE CLOSE, LLANDAFF, CARDIFF, CF5 2HT

PROPOSAL: CHANGE OF USE FROM RESIDENTIAL (C3) TO
NON-RESIDENTIAL INSTITUTION (D1) FOR USE AS
PRE-SCHOOL NURSERY WITH CONVERSION OF
EXISTING GARAGE TO PLAY AREA

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

1. C01 Statutory Time Limit
2. The premises shall be used only for the purposes specified in the planning application (pre-school nursery) and for no other purpose (including any other purpose within Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument amending, revoking or re-enacting that Order).
Reason: Permission is granted only because of the characteristics peculiar to this proposal. Other uses within Class D1 could prejudice the amenities of the area and/or generate unacceptable levels of traffic in surrounding streets, contrary to policies KP5, EN13, T5 and T6 of the Cardiff Local Development Plan.
3. No more than 19 children shall be present on the site at any one time for the purposes of attending the nursery as pupils.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected and to ensure that the proposed development does not interfere with the safety, convenience and free flow of traffic in the streets around the site, in accordance with policies KP5, EN13, T5 and T6 of the Cardiff Local Development Plan.
4. The use of the premises as a pre-school nursery shall not be carried out otherwise than between the hours of 08.00 and 17.00 Monday to Friday and shall not be carried out at any time on weekends and bank holidays.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected and to ensure that the proposed development

does not interfere with the safety, convenience and free flow of traffic in the streets around the site, in accordance with policies KP5, EN13, T5 and T6 of the Cardiff Local Development Plan.

5. Before the development hereby approved is brought into beneficial use, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority, setting out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The Travel Plan shall be implemented in accordance with the timetable set out in the plan, unless otherwise agreed in writing with the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Travel Plan shall be submitted annually to the Local Planning Authority, commencing from the first anniversary of beneficial occupation of the development for a minimum period of 5 years thereafter.

Reason: In the interests of sustainability and the management of transportation impacts, in accordance with policies KP5, KP13, KP15 and T5 of the Cardiff Local Development Plan.

6. The change of use hereby approved shall not be implemented until facilities for the secure and sheltered storage of cycles, scooters and buggies have been provided in accordance with details that shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved facilities shall be maintained and shall not be used for any other purpose.

Reason: In order to encourage non-car modes of transport in accordance with policies KP5, KP13 and T5 of the Cardiff Local Development Plan.

7. A maximum of one car parking space shall be maintained within the site at all times.

Reason: To ensure that excessive car parking provision is not provided at the site, in accordance with policy T5 of the Cardiff Local Development Plan and the requirements of Cardiff Supplementary Planning Guidance "Managing Transportation Impacts (Incorporating Parking Standards)" (April 2018).

RECOMMENDATION 2: The applicant is advised that a commercial contract is required for the collection and disposal of all commercial waste. By law (Environmental Protection Act, 1990, section 34) all commercial premises have a duty of care to ensure that their waste is transferred to and disposed of by a registered waste carrier. Owners or developers of commercial developments/properties who require Cardiff County Council to collect and dispose of their waste can contact the Commercial Services Department on 029 20717500.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application is for planning permission for a change of use from dwellinghouse (Use Class C3) to non-residential institution (Use Class D1) to enable the former caretaker's house adjacent to Llandaff Church in Wales Primary School to be used as a pre-school nursery for up to 19 children with 1 full time and 9 part time employees. Opening hours would be 8am to 5pm Monday to Friday. The present nursery would re-locate here from the scout hall which is approximately 70m away, to the east of the main school building. The number of children attending the nursery will not be increased. The nursery is not connected with the school but operates independently.
- 1.2 No external alterations would be made to the house. The rear garden would be made secure and the garage door altered to allow the garage to be used as an outdoor play area and storage space.

2. **DESCRIPTION OF SITE**

- 2.1 The site is a two storey detached house dating from the second half of the 20th century, which has an attached flat roofed single garage and an enclosed rear garden bordered by mature trees. It is located at the entrance to the primary school at the end of Hendre Close, a residential cul-de-sac of semi-detached houses, and fronts onto the gated staff car park and part of the hard surfaced school playground. The sole vehicular access is shared with the school car park. The house has been vacant for 2 years.
- 2.2 The adjoining school site contains a variety of single and two storey buildings, surrounded by soft and hard play areas. It can be accessed via Hendre Close and also from Cardiff Road in Llandaff via a narrow lane which also serves the scout hall. Staff parking is provided at the north-eastern end of the site near to the Cardiff Road entrance, and at the Hendre Close entrance.

3. **SITE HISTORY**

- 3.1 20/00036/MNR - Change of use from residential (C3) to non-residential institution (D1) for use as pre-school nursery with conversion of existing garage to play area. Refused 18/06/2020: *'The use of the proposed nursery would be likely to result in an increase in the number of children being dropped off and picked up by car on Hendre Close and in the streets nearby, which would be detrimental to pedestrian and highway safety as it would exacerbate existing parking and traffic congestion problems in Hendre Close and the surrounding streets and cause further inconvenience to residents.'*

Llandaff City Church in Wales Primary School:

- 3.2 98/00954/W - Provision of new timber framed structure to be used as a classroom (sited to the southwest of the two-storey building at the north-western end of the site). Permission granted.
- 3.3 99/01637/W - Single storey extensions to the existing school building. Refused

15/12/99: *“The use of the proposed nursery extension would be likely to result in an increase in the number of children being dropped off and picked up by car at the Hendre Close entrance to the school which would be detrimental to pedestrian and highway safety by exacerbating the existing parking and traffic congestion problems in Hendre Close and the surrounding streets and cause further inconvenience to residents”*

- 3.4 00/00946/W - Single storey extensions to the existing school building to include music room, staff and administration facilities, reception and nursery classrooms. This application was for the same development as the above (99/01637W) but included a school travel plan to demonstrate existing and predicted vehicle trips to and from the school. The plan set out proposals to encourage parents to walk to and from school with their children, and staggered start and finish times for the proposed nursery, in order to try and alleviate the current traffic congestion in and around Hendre Close. The proposals did not overcome the Chief Traffic and Transportation Officer’s concerns about traffic. Planning permission was refused for the same reason as for 99/01637/W. The applicant appealed against the refusal but the appeal was dismissed on 16/02/2001, the Inspector concluding that the proposed development would exacerbate the present problems of parking and traffic congestion in Hendre Close and the surrounding roads, to the detriment of road and pedestrian safety, and to the amenity of local residents.
- 3.5 00/01786/W - New replacement demountable classroom to the north-east of the school playing field and car parking spaces. Permission granted. The parking space was to be retained for staff parking only.
- 3.6 01/01575/W - Extensions to accommodate new administration facilities, a music room and a replacement classroom; and the provision of a canopy outside the main entrance/reception. Permission granted subject to conditions, including that *“No part of the school shall be used as a day nursery or crèche. Reason: The introduction of a day nursery or crèche at the school would be likely to lead to a significant increase in school traffic and demand for short stay parking in Hendre Close and the surrounding roads, which are already congested, to the detriment of pedestrian and highway safety and the amenity of residents.”*

4. **POLICY FRAMEWORK**

- 4.1 *Cardiff Local Development Plan 2006-2021:*
KP5 (Good Quality and Sustainable Design);
KP13 (Responding to Evidenced Social Needs);
KP16 (Green Infrastructure);
H4 (Change of Use of Residential Land or Properties);
EN8 (Trees, Woodlands and Hedgerows);
EN13 (Air, Noise, Light Pollution and Land Contamination);
T5 (Managing Transport Impacts);
C1 (Community Facilities);
C3 (Community Safety/Creating Safe Environments);
W2 (Provision for Waste Management Facilities in Development).

- 4.2 *Supplementary Planning Guidance:*
Waste Collection and Storage Facilities (October 2016).
Childcare Facilities (November 2017).
Green Infrastructure (November 2017).
Managing Transportation Impacts (Incorporating Parking Standards) (2018).
- 4.3 *Planning Policy Wales (Edition 11 – February 2021):*
2.2 All development decisions, either through development plans policy choices or individual development management decisions should seek to contribute towards the making of sustainable places and improved well-being.
3.6 Development proposals must address the issues of inclusivity and accessibility for all.
3.7 Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution.
3.11 Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take.
3.21 The planning system must consider the impacts of new development on existing communities and maximise health protection and well-being and safeguard amenity.
4.1.9 The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport.
4.1.10 The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.
4.1.11 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.
4.1.34 In determining planning applications, planning authorities must ensure development proposals, through their design and supporting infrastructure, prioritise provision for access and movement by walking and cycling and, in doing so, maximise their contribution to the objectives of the Active Travel Act.
4.1.35 New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.
4.1.52 Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.
4.2.22 Planning authorities will need to ensure that in development plans and through the development management process they make the most efficient use of land and buildings in their areas.
6.4.5 Planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any

significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity.

6.7.3. Noise levels used to identify priority areas contained in noise action plans are usually set quite high in order to focus resources on the most polluted areas and noise must meet a number of tests before it qualifies as a statutory nuisance. Lower levels of noise, however, can still be annoying or disruptive and impact on amenity and as such should be protected through the planning process wherever necessary. The planning system must protect amenity and it is not acceptable to rely on statutory nuisance under the Environmental Protection Act 1990 to do so.

4.4 *Technical Advice Note 11 – Noise (1997):*

8. Local planning authorities must ensure that noise generating development does not cause an unacceptable degree of disturbance. They should also bear in mind that if subsequent intensification or change of use results in greater intrusion, consideration should be given to the use of appropriate conditions.

4.5 *Building Better Places: The Planning System Delivering Resilient and Brighter Futures - Placemaking and the Covid-19 recovery (July 2020).*

4.6 *Future Wales- the National Plan 2040.*

It is considered that the proposed decision is in accordance with the 11 key outcomes to be achieved by the planning system as set out in 'Future Wales – The National Plan 2040'

4.7 *Technical Advice Note 11 – Noise (1997):*

8. Local planning authorities must ensure that noise generating development does not cause an unacceptable degree of disturbance. They should also bear in mind that if subsequent intensification or change of use results in greater intrusion, consideration should be given to the use of appropriate conditions.

5. **INTERNAL CONSULTEE RESPONSES**

5.1 *Transportation:* Transportation raises no objection to the proposed relocation of the nursery. The current pre-school nursery operates as a natural feeder to the local primary school (75% of children have siblings at the adjacent primary school), which would continue. It is stated that children attend the existing nursery for up to three years (age 2 up to 5), the majority of whom (85%) stay all day, which means travel patterns are consistent.

5.2 The proposal is to relocate and reduce the size of an existing day nursery (from a maximum of 26 pupils per day to 19 pupils per day), from the scout hut (accessed from the A4119 Cardiff Road) to the Llandaff Church in Wales Primary School caretaker's House. The new location is approximately 75m south-west of the scout hut, and can be accessed either through the school grounds, from the A4119 Cardiff Road (past the Scout Hut) or from Hendre Close. Hendre Close is a 'school street' which prevents parental access (and parking) between 8.30 to 9.15am; and, 2.45 to 3.45pm (1st September to 31st July). The new location, like the scout hut, would offer one dedicated parking space, which would be utilised by the nursery manager, and accessed outside

the periods of school street prohibition

- 5.3 The Transport Statement indicates that 55% of parents with children, and 67% of staff walk to the existing nursery. Of those who drive, a majority of parents (87%) and staff (100%), park within the public car park in Llandaff Village and subsequently complete their journey on foot.
- 5.4 The nursery has undertaken a travel pattern survey of existing users. The survey illustrates that typical users are local residents. The survey results appear to indicate that the vast majority of the pupils would arrive at the nursery on foot, as all but one of those driving to Llandaff would park in the public car park and walk the remainder of the journey. Therefore, no additional vehicular trips would be made to Hendre Close (which cannot be used during drop-off and collection periods) or seek to park in the immediately adjacent residential roads. It is indicated that *“parents and staff are permitted to walk through the school site to access the nursery, the increase in walk distance for a small number (particularly those parked within the Llandaff Village Car Park) is approximately 75m.”* (para 3.2.2). Families and staff have access through the school grounds at drop off before 9am and after 3pm. The transport statement indicates (via the attendee travel survey) that up to 3 car journeys may be generated by the nursery. It is also noted that the vast majority of these vehicular movements park at the public car park and walk to the nursery.
- 5.5 A similar survey was undertaken of the existing staff modes of travel. This also illustrates that no members of staff currently park on-site, with one member of staff using the public car park in Llandaff. No operational staff members park on site presently, nor will in the future. As indicated, the one parking space would (like now) be allocated to the manager. If the manager is not on-site the parking place would not be used. The SPG allows a maximum of one car park space per 20 pupils.
- 5.6 It is noted that no mention of secure cycle parking is made in either the transport statement or the planning statement, although adherence to the Managing Transportation Impact SPG is stated in the Planning Statement. The applicant has confirmed that secure cycle parking *“would be available for bikes, parents wishing to leave buggies and scooters”*. A secure cycle store will be located adjacent to the building, plus two cycle racks for some casual outside storage.
- 5.7 The TS also states that the Nursery will prepare a Travel Plan to further encourage the use of sustainable/active modes of travel for journeys to/from the site.
- 5.8 Conditions are requested to secure the provision of a Travel Plan (to be monitored for 5 years) and SPG compliant cycle parking facilities, and to limit the number of car parking spaces to the SPG maximum.
- 5.9 *Pollution Control (Noise & Air)*: The existing acoustic environment will already be dominated by children noise from the existing school, and the layout of the of existing residential receptors is such that they have their amenity space situated South East of the school, therefore it is felt that there is minimal risk of

impact on amenity from noise. Further, it seems that 1.8m high close board fencing is already in existence (for safety reasons) which will provide some acoustic screening.

- 5.10 It is not known whether there are plans for hot cooking at the nursery; such cooking, if it requires mechanical extraction for odour management, can be dealt with by way of condition to any permission granted.
- 5.11 *Waste Strategy & Minimisation Officer:* A change of use from C3 to D1 may lead to an increase in the volume of waste produced. It has been noted from the application form that waste will be stored at the side of the property as it is presently. This will be acceptable.
- 5.12 *Childcare Strategy Unit:* No evidence of unmet parental demand has been recorded by the Childcare Business Support Team, Cardiff Family Advice and Support (Family Gateway, Family Information Service, etc.) or other key stakeholders. No comments to make at this time.

6. **EXTERNAL CONSULTEES RESPONSES**

- 6.1 *Police Crime Prevention Design Advisor:* No comments received.

7. **REPRESENTATIONS**

- 7.1 The application has been advertised by site notices and neighbour notification. 7 individual representations, one representing the Insole Estate Residents Association, and a petition of 82 signatures opposing the application have been received. The grounds for objection are summarised as follows:
- 1) The existing problems with congestion, inconsiderate parking and traffic hazards will increase. The safety of the children will be put at risk by the increase in traffic and parking congestion.
 - 2) The current control measures are ineffective - despite the introduction of cameras at the entrance to Hendre Close, this limits access to the cul de sac for only 45 minutes in the morning and one hour in the afternoon. The school day is actually much longer - traffic starts arriving before 8.00 a.m. and continues throughout the day until after 5.30 p.m. This development would make the situation worse as there would be more traffic extended over a longer period, given the nursery would have varied opening hours which extend outside of the existing "School Street" hours.
 - 3) Air quality is likely to be adversely affected by this development. There will be an increase in air pollution, with more cars and many cars idling during the time of pick ups, drop offs and inclement weather. The Council is currently monitoring air quality in the area surrounding the school.
 - 4) Only one parking space is shown on the plans. This is not enough and will lead to increased congestion on Hendre Close.
 - 5) The application suggests that the majority of the children will be walked to school. Since many live more than a kilometre away this is unrealistic, especially if the weather is bad. Also, parents are very unlikely to use

the Llandaff Village car park and cross the busy main Cardiff Road to access the Nursery if located on the further side of the school. It is noted that currently 9 of the pupils are driven by car all or some of the way, with most cars using the High Street car park in Llandaff Village. Also nearly all current staff walk to the nursery. However, this pattern for both children and staff might change from year to year, with the main entrance changing from High Street/Cardiff Road to Hendre Close.

- 6) Since the school broke a longstanding agreement of a right of way across the school grounds, action has been started by residents: the implementation of these plans will seriously affect the achievement of a resolution to this problem.
- 7) Many of the cars parked on Hendre Close during the day, making access difficult for delivery lorries etc., belong to teachers. The school needs to provide adequate parking for its staff and visitors before seeking to increase its complement of pupils.
- 8) The traffic survey undertaken by the nursery may not give an accurate picture as it is not known whether or not it was carried out during Covid restrictions.
- 9) The planning application makes much of its intention to serve the community but this has not been in evidence over the past years when the school and the governors have offered no help to residents when they have experienced harassment and rudeness from inconsiderate parents.
- 10) Previous applications for a nursery have been refused. Circumstances have not changed.
- 11) If the application is approved it should be confirmed that the Scout Hall would no longer be used as a nursery and the proposal does only apply during normal school term time, not existing school holidays.

7.2 The petition is also accompanied by photographs of cars at the Vaughan Avenue roundabout and the junction near the entrance to Hendre Close, taken during school term time.

7.3 38 individuals have written in support of the application and there is also a petition of 98 signatures supporting the proposed development. Reasons given for supporting the application are:

1. The move would provide improved facilities and improved safety and welfare for the children. There would be much better outside space and a better building – the existing scout hall is very old and in desperate need of renovation. It is affected with damp, is cold and has an asbestos roof. There are also security issues with the adjacent pub car park. The nursery cannot renovate it as they do not own it. The new premises would be of single use for Busy Bees only, which, within Covid restrictions and heightened safety measures, would be a huge advantage.
2. The vacant caretaker's house would be brought back into use. It is currently an eyesore, and regenerating this building would have a positive impact on the street. It would be used by a local, supportive, community based business - Cardiff Council are currently selling off

vacant properties and there are concerns about what it might be used for.

3. Full support should be given to a small business like this, which employs local people and caters for local children, especially in current circumstances.
4. The current location, as a shared resource, only allows for use during school hours, which are restrictive for full time working mothers/family who rely on childcare. The new location would allow more flexible hours as well as extending the curriculum.
5. Cardiff is participating in UNICEF UK's national Child Friendly Cities and Communities programme, to put children and young people at its heart and embed a children's rights approach across public services. This application to relocate the Busy Bees Nursery makes a valuable contribution to this strategy and should be approved by the Council and supported by the wider community.
6. Safety will be improved for young families who currently have to navigate their way to the existing site on Cardiff Road via Ely Road. The footpath on Ely Road to the Scout Hall is narrow and unfit for purpose with young children and buggies, particularly with cars moving at speed. Also, the current premises sits on an extremely busy road (Cardiff Road).
7. The move would enable the nursery to engage more positively with the surrounding community, e.g. holding fetes etc.
8. The use of the building as a nursery will not cause increased congestion or parking problems in the surrounding streets:
 - Staff will park in the public car park in Llandaff.
 - Parents who drive will continue to park in the village car park as it is quicker and more convenient than travelling through the back roads of the Insole Estate to then wait to join Western Avenue.
 - 2/3 of the Busy Bees cohort actually walk to and from Nursery or use public transport.
 - The current nursery can be accessed via the Hendre Close entrance as it currently stands, regardless of this new proposed move.
 - The nursery's longer opening hours would mean some children would leave later, instead of at school leaving time, so the impact of any traffic would be reduced.
 - Many parents use both the school and the nursery and therefore do a dual drop off.
 - Parking restrictions (cameras) on Hendre Close will continue to prevent traffic and congestion within the local area.
 - Car traffic is a challenge for the surrounding area, but this a symptom of the school, not the nursery (whose numbers are minimal). The bulk of the traffic congestion comes from the 428-pupil school. An assumed 2% increase in traffic flow due to nursery attendees is not a material increase.
 - Irresponsible parking will not be resolved if this application is either approved or refused and therefore should not be for consideration in relation to this application.
9. Many objectors refer to air quality but at present the children are exposed to a damp atmosphere in the scout hall which is not good for their lungs. Nitrogen Dioxide levels in the area that are caused by an increase in

congestion related to the school would be better tackled by a 'no-idling' zone around the Insole Estate and further road closures during school hours rather than preventing a nursery move where the impact is minimal.

10. The current proposal cannot be compared to the applications that were refused 20 years ago – that plan had provision for two separate groups of children to attend morning and afternoon classes respectively. This current application does not reflect those numbers, nor does it have a dual-class, multi-sitting framework. Also, Busy Bees is not owned or run by the primary school as that nursery would have been – it will not be run as a 'feeder' nursery for the school.
11. A lot of the issues the objectors refer to relate to disputes with the school and have nothing to do with the proposed nursery, e.g. inconsiderate parking, abusive parents, loss of access through the school grounds. The nursery has no control over the access issue – it is not affiliated with the Primary School, and therefore has no influence over the Head Teacher or the Board of Governors.
12. A much larger nursery has been approved in the Trenwydd building on Fairwater Road, which could cause far more disruption to the local area than Busy Bees. It would be unfortunate for a project of that nature to be accepted while a small, local nursery is not.

8. **ANALYSIS**

- 8.1 The application site is within a residential area, immediately adjacent to an existing school, and there are no objections to the principle of the proposed use. However, the main consideration with regard to this proposal is the impact on highway safety and the amenities of neighbouring residents.
- 8.2 A planning application for the same proposal (reference 20/00036/MNR) was refused by the Planning Committee on 18/06/2020 as it was felt that the likely increase in the number of children being dropped off and picked up by car on Hendre Close and in the streets nearby was unacceptable for reasons of pedestrian and highway safety. The information provided by the applicant at the time was short of essential details and Highways/Transportation officers advised that they were not able to support the application as it stood.
- 8.3 In 2000 an application for a nursery extension at the school (reference 00/00946/W) was refused on the grounds that "the use of the proposed nursery extension would be likely to result in an increase in the number of children being dropped off and picked up, by car, at the Hendre Close entrance to the school which would be detrimental to pedestrian and highway safety by exacerbating the existing parking and traffic congestion problems in Hendre Close and the surrounding street and cause further inconvenience to residents". An appeal against this decision was dismissed, the Inspector concluding that "the proposed development would lead to a significant increase in school traffic associated with the Hendre Close entrance and that this would be unacceptably detrimental to road and pedestrian safety and to the amenity of local residents." Subsequently, in 2001, an application for extensions to the existing primary school (01/01575/W) was allowed only on condition that "no part of the school

shall be used as a day nursery or crèche.” The reason for this condition being “The introduction of a day nursery or crèche at the school would be likely to lead to a significant increase in school traffic and demand for short stay parking in Hendre Close and the surrounding roads, which are already congested, to the detriment of pedestrian and highway safety and the amenity of residents.”

- 8.3 There is clearly a history of traffic and parking issues in this area caused by the picking up and dropping off of children attending the school. However, Hendre Close was designated a ‘School Street’ in January 2020 and access restrictions were put in place. During term time motor vehicles are not permitted to drive in the streets around the school on weekdays between 8.30am to 9.15am and 2.45pm to 3.45pm. Signs inform drivers of the restrictions at the entrance to the street and any unauthorised vehicles entering during restricted times can be issued with a Penalty Charge Notice. The designation of School Streets is intended to reduce traffic around school entrances in order to improve safety, reduce pollution and make sustainable methods of travel more appealing. Hendre Close was selected as it is a Cul-De-Sac, where problems can occur when a large volume of vehicles enter the street and have to reverse or perform more complex manoeuvres such as five point turns. Younger children have less experience of driving behaviour so are less able to predict what a driver may do, leading to heightened safety concerns in Cul-De-Sacs.
- 8.4 The proposed nursery would operate from 8am to 5pm Monday to Friday, which is partly outside the hours of the existing Traffic Regulation Order, and therefore parents and staff would be able to access the site by car via Hendre Close before 8.30am and after 3.45pm. However, there would be fewer children attending the nursery than previously proposed (19 rather than 24) and the nursery would only operate until 5pm rather than 5.30pm. The applicant has also provided information on how staff and pupils travel to and from the current nursery site, which is close by, and this demonstrates that the majority of them walk. Those travelling by car tend to park in the public car park on Llandaff High Street, around 230m away, and access the nursery on foot. The proposed nursery location is only 75m from the existing site, making it possible for existing travel arrangements to be maintained.
- 8.5 The Council’s highways officers previously expressed concerns about the impact that additional traffic would have on road safety in the streets around the school, particularly Hendre Close, and were not satisfied that application 20/00036/MNR provided sufficient information to demonstrate that the proposed nursery use would not lead to an unacceptable increase in the number of car journeys in this area at school drop-off and pick-up times. However, they consider that the current application, which includes additional information relating to travel and attendance patterns, a reduced number of pupils, reduced opening hours and an offer to produce a Travel Plan, is acceptable and that there is now sufficient evidence to support a recommendation of approval.
- 8.6 A large number of objections have been received (see paragraphs 7.1 and 7.2 above), the majority citing concerns about traffic, parking and highway safety. In response to the objections:

- 1) Highway safety, traffic and parking matters are discussed above. The current problems experienced by residents are due to school traffic and the refusal of the application for the nursery would not resolve these issues.
- 2) Highways/Transportation officers have not raised any concerns that the current control measures are inadequate. The nursery opening hours would not vary but would be fixed at 08:00 to 17:00, with most children staying all day.
- 3) Air quality in the area would be unlikely to be affected by the development – the number of children attending the nursery will reduce, which will also reduce the potential number of car journeys in the surrounding streets, and the information supplied by the applicant suggests that most pupils will arrive on foot. Pollution control officers have not raised this as an issue of concern.
- 4) One staff parking space is shown on the plans, at the front of the house, and this accords with the Council's adopted parking standards, which specify a maximum of one space per 20 children for day nurseries. The parking space will be used by the manager, who will be subject to the School Street restrictions and will not be able to drive to or from the site during the peak hours of 8:30am to 9:15am and 2:45pm to 3:45pm during term-time (1st September to 31st July).
- 5) The travel patterns indicated in the application reflect the current situation and show that the majority of the children are walked to the nursery and that the Llandaff car park is already used by parents. There is a light controlled pedestrian crossing on Cardiff Road immediately adjacent to the existing access point into the school and current nursery site, and the proposed nursery will use this same access. Travel patterns could change in the future, with parents and staff choosing to access the nursery via Hendre Close, but the School Street restrictions will remain in place to discourage this, parents currently dropping off/picking up at the nursery have indicated that they prefer to park in the Llandaff car park so as to avoid the congestion around the school, and the nursery will operate a Travel Plan to encourage non-car modes of transport. Also, as children can stay with Busy Bees for up to three years (from age 2 up to age 5) travel patterns tend to be fairly consistent over long periods of time, with only marginal changes from year to year.
- 6) This is not a material planning consideration. The proposed change of use would have no effect on the legal dispute between residents and the school regarding access through the school grounds. The nursery would not be associated with the school, although the applicant advises that families and staff will have access through the school grounds at drop off and pick up times (before 09.00 and after 15.00). Planning permission would not override any legal requirements or rights of way.
- 7) The school is not seeking to increase its complement of pupils: the nursery will not be associated with the school. There is in any case no planning policy requirement for the school to provide car parking spaces for its staff and it would be unreasonable to require this as a condition of approving the application for the nursery.
- 8) It is not clear how Covid restrictions would have influenced the way in which people have travelled to and from the nursery. The survey carried

out by the nursery was of people's modes of transport, not a traffic survey.

- 9) This comment relates to existing dissatisfaction with the way in which the school has reacted to complaints by residents. It is not a material planning consideration. In any case, the proposed nursery is not associated with the school.
- 10) Each application has to be determined on its own merits. This proposal is not identical to previous proposals and contains additional information not previously considered. Also, circumstances have changed over the years – for example, the School Street restrictions have been introduced.
- 11) It would be possible to impose conditions on the opening times of the nursery if that could be justified but it would not be possible to restrict the use of the Scout Hall as that building does not belong to the applicant. Also, it would be unreasonable to restrict use of the nursery to school term times only: many parents require childcare so that they can work during school holidays as well as term times, and, if residents are concerned about traffic in the area, there is far less during school holidays and, as the nursery will have only 19 pupils, there would be very little noticeable traffic impact even if they all arrived by car.

8.7 With regard to the points raised in support of the application:

1. The former caretaker's house would appear to offer a better environment for the nursery than its current site but the condition of the existing premises is not a material factor in the consideration of whether the proposed premises are acceptable.
2. The re-use of an existing, vacant building accords with the aims set out in Planning Policy Wales that 'Developments should seek to maximise energy efficiency and the efficient use of other resources (including land)' (para. 3.7) and 'Planning authorities will need to ensure that in development plans and through the development management process they make the most efficient use of land and buildings in their areas.'(para. 4.2.22). Policy KP5(ix) of the Cardiff Local Development Plan also requires all new development to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by promoting the efficient use of land. Concerns about possible alternative uses of the building are not material to the consideration of this proposal.
3. & 4. Planning Policy Wales states that 'Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration.' (Para. 5.4.4) and the Childcare Facilities SPG recognises that 'The provision of an adequate supply of good quality, accessible and affordable childcare will help support and deliver the Capital Ambition Report which outlines the Council's vision for Cardiff, by supporting parents and carers of children to achieve their full potential through work, training or study, which will contribute towards Cardiff having a thriving and prosperous economy.'(Para. 2.10). Support for local businesses providing services for local people, which reduces the need to travel, should be provided but not at the expense of other concerns such as residential amenity and highway safety.
5. It is not considered that either the approval or refusal of planning

permission for the relocation of this small nursery would have any overall effect on children's rights or on Cardiff's ability to achieve its goals for creating a child-friendly city.

6. It will become more convenient for people walking to the nursery from the west to access the site via Hendre Close rather than using Ely Road, which will provide them with a more appropriate pedestrian environment.
7. The nursery would have its own space rather than sharing a building and would be able to hold community events, but this is not a material planning consideration in this instance.
8. Highway safety, traffic and parking matters are discussed above.
9. As stated previously, the condition of the existing premises is not a material factor in the consideration of whether the proposed premises are acceptable. Air quality within the scout hall is a health, not a planning, issue. Also, overall levels of Nitrogen Dioxide in the area will not be materially affected by either approving or refusing this application.
10. It is noted that the current proposal differs in several ways from the applications that were refused in the past and that every application must be determined on its own merits.
11. It is noted that many of the objections relate to current issues that residents have with the school. These issues will not be resolved by either approving or refusing this application as they do not relate to matters over which the nursery has any control.
12. A larger nursery located on Fairwater Road has been granted planning permission recently but, as each planning application must be determined on its own merits, this has no bearing on the consideration of this proposal.

8.8 In conclusion, there is no evidence to suggest that additional cars associated with the use of the nursery would exacerbate the current problems of congestion and highway safety concerns in the streets around the school. Although a very similar application was refused in 2020, more consideration has been given in this application to the numbers of staff and pupils attending the site, the modes of transport they will use and the location and timing of dropping off/picking up, and, on balance, it is considered that the former concerns which led to the refusal of planning permission have been overcome and that the proposal is acceptable, subject to conditions restricting the number of pupils to no more than 19, controlling the hours of operation of the nursery and requiring the implementation of a Travel Plan. A condition preventing the premises being used as anything other than a day nursery is also recommended as there are other uses within Class D1, such as medical services and places of worship, which would have different operating hours and numbers of attendees, and would be much more likely to have a detrimental impact on the amenities of residents of the area due to issues such as noise and traffic.

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.

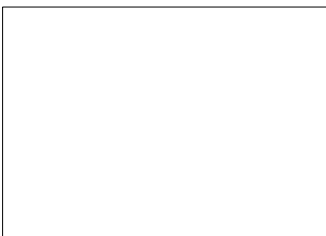
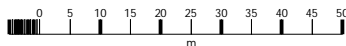
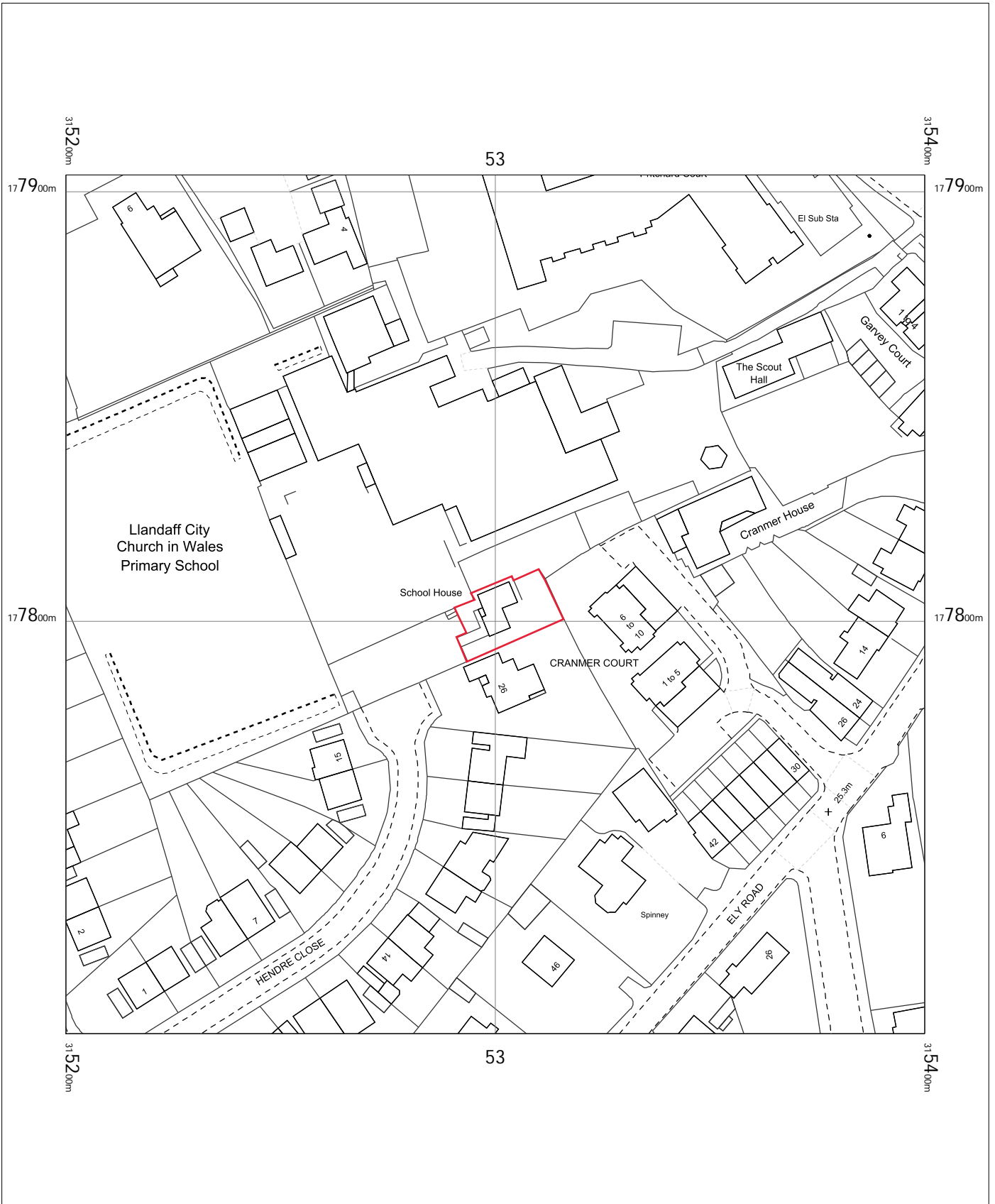
9.3 *Environment (Wales) Act 2016*

The Environment (Wales) Act 2016 imposes a duty on the Local Authority to seek to maintain and enhance biodiversity in the proper exercise of its functions, and in doing so to promote the resilience of ecosystems. It is considered that the proposed development does not have any significant implications for, or effect on, biodiversity.

9.4 *Well-being of Future Generations (Wales) Act 2015*

The Well-being of Future Generations (Wales) Act 2015 places a duty on the Welsh Ministers (and other public bodies) to produce well-being objectives and take reasonable steps to meet those objectives in the context of the principle of sustainable development. The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act), has been considered and account has been taken of the ways of working set out at section 5 of the WBFG Act in the determination of this application, and it is considered that this decision is in accordance with the sustainable development principle through its contribution towards one or more of the well-being objectives referred to in section 9 of the WBFG Act.

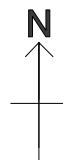
28 Hendre Close



OS MasterMap 1250/2500/10000 scale
Thursday, January 9, 2020, ID: BW1-00851614
maps.blackwell.co.uk

1:1250 scale print at A4, Centre: 315300 E, 177804 N

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School
Child

NO PARKING
ANY TIME
IN THIS ZONE
UNLESS
AUTHORIZED BY
A SIGN
OR BY THE
POLICE

20

HENDRE CLOSE
N 2







1800

LEWINTON HILL
BUILDING SERVICES
07810000175
BUILDING@GMAIL.COM

ALAN WILSON
W

MI

COLT



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PETITION & LOCAL MEMBER OBJECTIONSCOMMITTEE DATE: **19/05/2021**

APPLICATION No. 21/00420/MNR

DATE RECEIVED: 19/02/2021

ED: **CYNCOED**

APP: TYPE: Variation of Conditions

APPLICANT: Mr Lukaris

LOCATION: Terra Nova Café, Roath Park, Lake Road West, Roath Park,
Cardiff, CF23 5PHPROPOSAL: VARIATION OF CONDITION 4 OF 08/01271/E FOR OPENING
HOURS TO BE EXTENDED BY 1 HOUR FROM 21.00 - 22.00

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

- 1 C01 – Statutory Time Limit
- 2 The development shall accord with the approved drawings numbered A042666[D]07 Revision B, 08 Revision B and 09 Revision B.
Reason: For the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system.
- 3 Drainage of the site shall accord with the details agreed by the Local Planning Authority on 18/05/2010, unless otherwise agreed by the Local Planning Authority.
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.
- 4 Members of the public shall only be admitted to or allowed to remain on the premises between the hours of 08:00 and 22:00 on any day.
Reason: To ensure that the amenities of other premises in the vicinity are protected, in accordance with policy EN13 of the Local Development Plan.
- 5 Refuse storage shall accord with the details agreed by the Local Planning Authority on 30/03/2009, unless otherwise agreed by the Local Planning Authority.
Reason: To secure an orderly form of development and to protect the amenities of the area in accordance with Policy W2 of the Local Development Plan.
- 6 Members of the public shall only be permitted to use the outdoor area of the premises between the hours of 08:00 and 21:00 on any day.

Reason: To ensure that the amenities of other premises in the vicinity are protected, in accordance with policy EN13 of the Local Development Plan.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application seeks permission to vary condition 4 of planning permission 08/01271/E to allow later opening at a café premises. Condition 4 was imposed as follows:

4) No members of the public shall be admitted to or allowed to remain on the premises between 21.00 hours and 8.00 hours on any day.

Reason: To ensure that the amenities of occupiers of properties in the vicinity of the site are protected.

- 1.2 Opening until 10pm is proposed. The application originally proposed opening until 11pm, however the proposal was revised at the request of the applicant.

2. **DESCRIPTION OF SITE**

- 2.1 The site comprises a detached building adjacent to the south west corner of the lake within Roath Park.

3. **SITE HISTORY**

- 3.1 08/01271/E – planning permission granted for alterations and single storey extension to existing cafe.

4. **POLICY FRAMEWORK**

- 4.1 Relevant National Planning Guidance:

Planning Policy Wales (Edition 11, 2021)
Future Wales - the National Plan 2040

- 4.2 Relevant Cardiff Local Development Plan (2006-2026) policies:

Policy EN13 (Air, Noise, Light Pollution and Land Contamination)
Policy R8 (Food and Drink Uses)

- 4.3 Relevant Supplementary Planning Guidance

Food, Drink and Leisure Uses (2017)

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 Neighbourhood Services – no objection to extension of opening hours by 2 hours from 21.00 - 23.00. A condition is request to restrict members of the public from using any of the outside seating areas after 21.00 and before 08:00.

5.2 Parks Services – Given that the park is currently not locked at night and this is unlikely to change in the foreseeable future, the issue of access for people using the café is not an operational problem. Therefore Parks have no difficulties with the 10pm proposal. Should there be a change in the future, which will require locking of gates to occur again, this would need to be discussed between the applicant and Parks to find a suitable solution.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 None.

7. **REPRESENTATIONS**

7.1 The application was publicised by letter and site notice. A petition of objection was received, signed by 69 residents with addresses in Cardiff and 2 outside Cardiff, 63 of which could reasonably be affected by the matter. Full details are viewable online.

7.2 Objections have been received from the following addresses:

- 75, 77, 83, 85, 87, 135, 181 Lake Road West.
- 19, 27, 59, 78 Windermere Avenue.
- 1, 4 Cunningham Close.
- 182 Lake Road East.
- 10 Keswick Avenue.
- 14 Beatty Avenue.
- 12 Jellicoe Gardens.
- 5 Ullswater Avenue
- 18 Cefn Coed Avenue.
- 48 Ty-Draw Road.
- 41 Paget Street.
- Ten undisclosed addresses.

Full details are viewable online, their comments are summarised as follows:

- a) *Increased noise and disturbance;*
- b) *Increased antisocial behaviour in the park;*
- c) *Increased litter;*
- d) *Sale of alcohol;*
- e) *Impact upon parking;*
- f) *Impact upon wildlife.*
- g) *Unlocking of the park at night.*

7.3 Councillors Bablin Molik and Robert Hopkins object, as follows:

We also wish to draw your attention to the application below for a licence to serve alcohol at the same premises which is being considered by the licensing committee on the 26th March 2021.

We believe that a decision in response to this planning application should not be considered in isolation. We appreciate that the application for a licence to serve alcohol is a separate matter. However, in this case it is clearly tied to the question of opening hours which itself is also connected to future decisions about the opening hours of Roath Park.

Permission was previously sought to make alterations and a single storey extension to the then existing café through a planning application. This was granted following a determination by the planning committee dated 13/08/2008. Several elements of the report giving permission are relevant to this planning application and are set out below.

Recommendation 4 required that “no member of the public shall be admitted or allowed to remain on the premises between 21.00 hours and 08.00 hours on any day.” The reason given for this requirement was “to ensure that the amenities of occupiers of properties in the vicinity are protected.”

Paragraph 1.7 of the report confirmed that the applicant intended to continue operating the premises as a cafeteria selling hot and cold food for consumption on and off the premises.

The intended hours of operation were described as dictated by the applicant’s lease with the council and related to the park’s current closing times: November-January 08.00-17.00; February 08.00-18.00; March and October 08.00-19.00; April and September 08.00-20.00; May to August inclusive 08.00-21.00.

Paragraph 8.6 made clear that these conditions were applied “to allay residents’ fears about the impact on the vicinity.”

Paragraph 1.8 confirmed that the applicant has a long lease with the council which owns the freehold. The lease allows for the sale of hot and cold food on and off the premises.

The Permission For Development document 08/01271/E confirmed the conditions in the planning grant relating to opening hours.

The planning application asks for an extension to opening hours from 21.00 to 23.00. However, this reflects the opening hours of the park between May and August and makes no reference to the earlier closure times during other months of the year.

The application makes an assumption about the opening times of the park in the future which is at best premature. Opening until 23.00 would appear to require a change to the permanent conditions governing the park’s operating arrangements as set out in the original planning grant. Roath Park is currently open twenty-four hours a day, but we understand that this is intended as a temporary measure to provide greater access to open spaces and healthy outdoor pursuits within the city during the Covid-19 pandemic. As far as we are aware, there has been no decision relating to the opening of the park on this basis as a permanent feature. Indeed, we understand that should any

such proposal be made it would need to be subject to ward member consultation. No such consultation has taken place. In this context, it is difficult to understand how the application could be approved without a change to policy on the opening times of the park.

We have been contacted by a few residents who are in support of the application for longer opening hours and the application to serve alcohol alongside food. However, the communications we have received from the large majority of residents have expressed significant concerns about the application. This is further evidenced by the large number of people signing a petition organised by local residents to object to the application for longer opening hours. A separate petition objecting to a licence to serve alcohol reached over 500 signatures.

We have summarised the concerns expressed below:

Fears of local residents, protection of the amenities of occupiers of properties in the vicinity

- Under the current temporary operating conditions in the park, residents have already complained about increased noise late at night, the discarding of rubbish in gardens, incidences of damage to private property, increased evidence of litter in the park including that related to drug use and alcohol consumption.*
- They are concerned that late-night opening and the serving of alcohol alongside unregulated access to the gated parks at night will cause further disturbance and disruption especially to those living in the vicinity and to their properties. They are concerned that this will be exacerbated by the serving of alcohol until 23.00.*
- Residents are concerned about evidence showing that levels of crime near establishments serving alcohol increase. Some have expressed concern about the resource implications and capacity of both the police and parks department to monitor the area adequately should the opening hours extend until 23.00.*
- Residents have complained about anti-social behaviour since the park gates are no longer locked and have watched police deal with incidents on a number of occasions.*

Concerns about safety

- There are particular concerns about the paths in the vicinity of the café and in the gated areas of the park. These are not lit and are difficult to monitor. Premises that are open late are usually in areas that are well lit and able to be monitored. Because of the demands of nature conservation additional lighting around the park is not possible.*
- Some residents have raised concerns about fear for personal safety at night for those using the park and lake for exercise and are concerned that this will increase and have a negative impact on the immediate and wider area around Roath Park with opening hours to 23.00. These concerns have been brought to the attention of the police.*

- *Given that the café is adjacent to the lake, promenade, waterfall and boat stands, concerns have been expressed about the risk of accidents from access to these areas of the lake at night.*
- *Current parking restrictions have created parking problems in the roads in the adjoining residential area. There are concerns that increased traffic resulting from the application will exacerbate these problems and increase hazards for those using the roads around the park entrance especially as there are no crossings on Lake Road West.*

Environmental and other concerns

- *Concerns have been expressed about the risk to the park's and lake's green flag status from increased litter and debris resulting from an extension of opening hours well into the night and the disruption and damage referred to above.*
- *Some residents have pointed out that there are safe nesting sites for birds within the park and lake and are concerned that increased activity late at night will cause significant noise disturbance to the sensitive wildlife living in the park.*
- *Concerns have also been expressed about the nearby children's playground, which is heavily used by local families and visitors to the park. These concerns relate particularly to the risk of damage to the playground as well as risks from broken glass and other debris from late night opening alongside the sale of alcohol.*
- *In this context, some residents have expressed the concern that such a development would be out of step with Cardiff's commitment to being recognised as a UNICEF Child Friendly City.*

In summary, we wish to reiterate that this planning application has been made alongside an application for a licence to serve alcohol and is closely tied to the future permanent arrangements for opening times at Roath Park. The original planning grant contained certain conditions relating to the opening hours of the café as set out in recommendation 4 and paragraph 8.6 above. These were specifically to ensure that the "amenities of occupiers of properties in the vicinity are protected" and "to allay residents' fears about the impact on the vicinity." We believe that these conditions were made for good reason then and are still important today. We are asking that due weight is given to the objections expressed in this letter. We are also asking, given the nature of the decision and the context, that this matter is brought before the chair and consideration given to examining the application at the planning committee.

7.4 Comments of support have been received from the following addresses:

- 19, 25 Lake Road West.
- 7 Beatty Avenue.
- 25 Morlais Street.

Full details are viewable online, their comments are summarised as follows

a) *Support the expansion of a local business, the cafe has the potential to*

- become a lovely destination for residents;*
- b) The café would not become a pub, customers will be able to enjoy a glass of wine with an evening meal;*
 - c) The proposal will create more positive activity and safety for local residents.*

8. **ANALYSIS**

8.1 **Residential Amenity**

The use as a café is already established by permission 08/01271/E and is permitted to open until 21:00 on all days. It is considered that the proposed extension of opening by one additional hour to 22:00 would not have any unreasonable impact upon the amenity of nearby residents, having regard to the position of the café in relation to nearby residential dwellings. The nearest residential dwellings on the west side of Lake Road West are sited approximately 40m from the café, and the café is also separated from the road by an area of trees and landscaping adjacent to the east side of Lake Road West. Condition 4 would restrict the opening hours to the revised times proposed (08:00 – 22:00). It is noted that a small part of the adjacent external seating area to the north of the café is designated as being within the application site and use of this area during the same extended evening hour as the interior of the premises could have an unreasonable amenity impact. Paragraph 5.26 of the Food, Drink & Leisure Uses SPG states that ‘*any external seating area should also be restricted to no later than 9.00pm in the interests of residential amenity*’. Condition 6 is therefore considered necessary to restrict the hours of use of the associated external area to 08:00 – 21:00. Neighbourhood Services have no objection to the proposal. Having regard to the above it is considered that the proposal would not have any unreasonable amenity impact.

8.2 **Other Matters**

It is noted that conditions 3 & 5 were imposed upon permission 08/01271/E requiring details of drainage and refuse storage to be agreed prior to commencement of development. As these conditions have been previously discharged, they have been revised accordingly to require the agreed details to be retained.

It is also noted conditions 6, 7 & 8 were imposed upon permission 08/01271/E requiring details of landscaping and external materials to be agreed prior to commencement. As these conditions were discharged and the development completed it is not necessary for these conditions to be re-imposed.

8.3 **Representations**

The representations received from the local residents and Ward Councillors are noted. Specific issues are addressed as follows:

- a) **Increased noise**. It is considered that the proposal would not result in

unacceptable noise consequences as detailed within the above analysis. Replacement condition 4 would restrict opening to the hours of 08:00 – 22:00, and additional condition 6 would restrict the hours of use of the external area to 08:00 – 21:00.

- b) Increased antisocial behaviour: It is considered that the proposed extended opening of the café would not result in unacceptable impact, the application does not propose any change of use to a public house. Replacement condition 4 would restrict opening to the hours of 08:00 – 22:00, and additional condition 6 would restrict the hours of use of the external area to 08:00 – 21:00.
- c) Sale of alcohol. Sale of alcohol cannot be controlled by planning, it is regulated by the licensing regime under relevant licensing legislation.
- d) Increased litter. It is considered that the extended opening of the café would not intrinsically result in increased litter.
- e) Impact upon parking: It is considered that the extended opening of the café would not result in unacceptable traffic impact, as the use of the has been approved by permission 08/01271/E. The use is compliant with the Council's adopted Managing Transportation Impacts (Incorporating Parking Standards) SPG.
- f) Impact upon wildlife. It is considered that the extended opening of the café would not intrinsically impact upon wildlife.
- g) Unlocking of the park at night. Parks Services have advised that the current arrangement of the park not being locked at night is unlikely to change in the foreseeable future, and should there be a change in the future which will require locking of gates this would be discussed between the applicant and Parks Services at the time to find a suitable solution.

The representations received in support are noted.

8.4 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 of wellbeing objectives as a result of the recommended decision.

8.5 Conclusion

It is concluded that the application is acceptable in accordance with the planning policies listed, and is recommended that planning permission be granted, subject to conditions.



We hereby certify this to be a true copy of the original document.

[Signature]
O'KEEFE & COMPANY

14/08/09.

The Lake

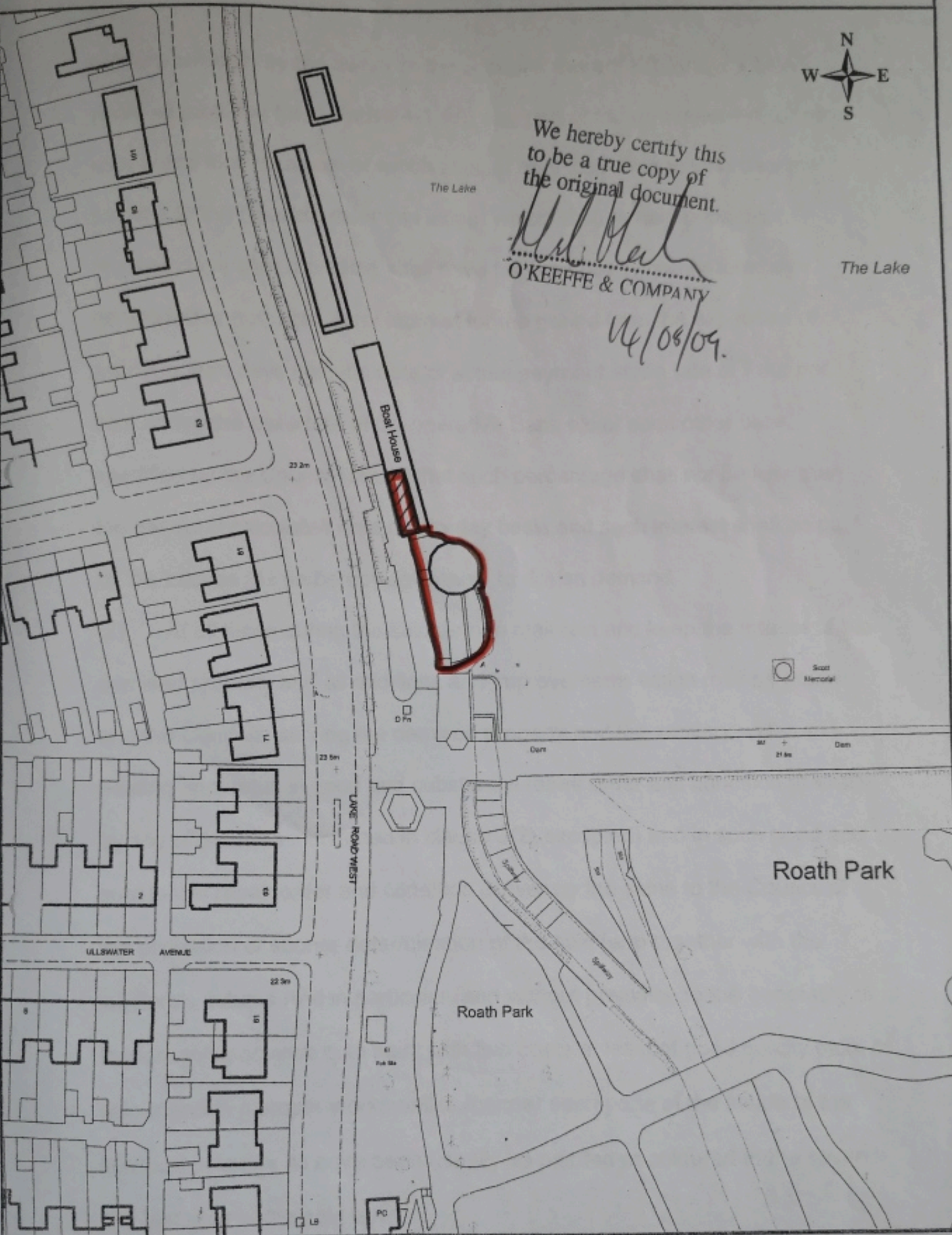
The Lake

Boat House

Scott Memorial

Roath Park


Roath Park

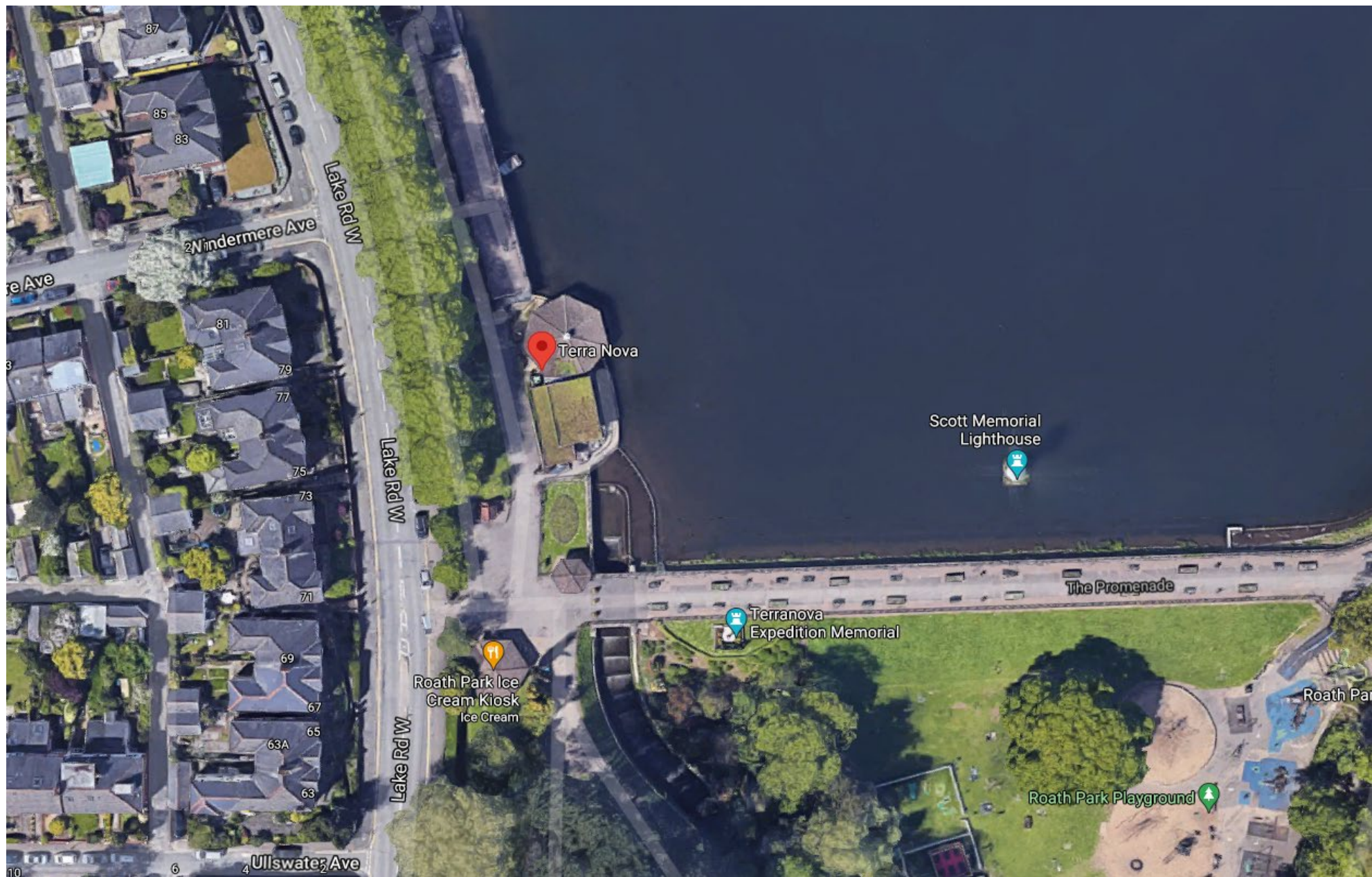


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Strategic Estates Division
Cardiff County Council
Bossemar Close
Cardiff CF11 8XA





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LOCAL MEMBER OBJECTION

COMMITTEE DATE: 19/05/2021

APPLICATION No. **21/00321/MJR** APPLICATION DATE: 09/02/2021ED: **PENTWYN**

APP: TYPE: Full Planning Permission

APPLICANT: Willis Construction

LOCATION: FORMER MORRISONS, 113 BRYNHEULOG, PENTWYN, CARDIFF, CF23 7JD

PROPOSAL: PROPOSED DEVELOPMENT OF 28 AFFORDABLE HOMES INCLUDING CAR PARKING, SUSTAINABLE DRAINAGE, LANDSCAPING AND ASSOCIATED WORKS

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

1. C01 Statutory Time Limit
2. This approval is in respect of the following drawings and documents:
 - N225-A110 Rev A
 - N225-A116 Rev H
 - N225-A117 Rev H
 - N225-A118 Rev C
 - N225-A119 Rev B
 - N225-A120 Rev B
 - N225-A121 Rev E
 - N225-A122 Rev D
 - N225-A123 Rev D
 - N225-A124 Rev B
 - N225-A125 Rev B
 - N225-A126 Rev B
 - edp6705-d001e page 1 of 2 and page 2 of 2
 - Design and Access Statement

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

3. No development shall commence until the following components of a scheme to deal with the risks associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason: To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination (LDP Policy EN13).

4. 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 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 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 workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

5. 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.

6. 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.

7. No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:
 - General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
 - Resource Management: details of fuel and chemical storage and containment and wastewater.
 - Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
 - Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details
 - Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

- Wheel Washing
 - Delivery routes and times of delivery vehicles to and from the site.
- Reason: This CEMP is needed to ensure that construction undertaken complies with Pollution Prevention Guidance to prevent silt/sediment pollution to local surface waters. In particular, due to the site's proximity to surface drains that discharge to the Nant Glandulas, residential amenities and road safety (LDP Policies EN11, EN13 and T5).

8. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.
Reason: To prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution (LDP Policy EN11).
9. No development shall commence until details of piling or any other foundation designs using penetrative methods sufficient to demonstrate that there is no unacceptable risk to groundwater have been submitted to and approved in writing by the Local Planning Authority. The piling/foundation designs shall be implemented in accordance with the approved details.
Reason: Piling/foundation details should be submitted to ensure there is no unacceptable risk to groundwater during construction and methods/design are agreed prior to the commencement of development or phase of development (LDP Policy EN13).
10. No development shall commence until a foul water 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 water flows and thereafter 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 (LDP Policy EN11).
11. Prior to the commencement of above ground works samples of the external materials of the apartments shall be submitted to and approved in writing by the local planning authority and shall then be constructed as approved.
Reason: In the interests of visual amenities (LDP policy KP5)
12. Prior to the commencement of above ground works details of the bin stores and a screen wall on the southern edge of the bin store shall be submitted to and approved in writing by the local planning authority and shall then be constructed as approved prior to any apartment being brought into beneficial use.
Reason: In the interests of visual amenities (LDP policy KP5)

13. Prior to the commencement of above ground works details of the depth of the reveals shall be submitted to and approved in writing by the local planning authority and shall then be constructed as approved.
Reason: In the interests of visual amenities (LDP policy KP5).
14. Prior to above-ground development commencing details showing the provision of cycle parking spaces, appropriate access to and structure to accommodate them, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to a any apartment being brought into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.
Reason: To ensure that adequate provision is made for the sheltered and secure parking of cycles (LDP Policy T1).
15. Prior to occupation of any apartment a Car Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority, to include details of residential car parking allocation, and how this will be controlled and communicated to residents. The approved details shall be implemented prior to any apartment being brought into beneficial use.
Reason: To ensure the proposed car parking does not result in operational concerns and accords with policies (LDP Policy T5).
16. All planting, seeding and turf-laying shown on the approved plans shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is sooner.
Reason: To maintain and improve the amenity and environmental value of the area (LDP Policies KP5 and H6).
17. Any newly planted trees, shrubs, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced in the first available planting season and to the specification shown on approved plans and in supporting documents.
Reason: To maintain and improve the amenity and environmental value of the area (LDP Policies KP5 and H6).

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 : The applicant is advised that section 3.25 of Planning Policy Wales states that the land use planning system should take account of the conditions which are essential to the Welsh language and in so doing contribute to its use and the Thriving Welsh Language well-being goal. In this context and with regard to the Welsh Language (Wales) Measure 2011, it is recommended that: (1) developments adopt a Welsh name that is consistent with the local heritage and history of the area, (2) during the construction phase, on site marketing information (i.e. text on construction hoardings / flags / banners – as consented) be provided bilingually and (3) for commercial developments, shopfront / premises signage be provided in Welsh or bilingually. Where bilingual signage is provided, Welsh text must not be treated less favourably in terms of size, colour, font, prominence, position or location (it is recognised that Welsh translation does not extend to company / business names). Cardiff Council's Bilingual Cardiff team (BilingualCardiff@cardiff.gov.uk) can provide advice on unique and locally appropriate Welsh names for developments, bilingual marketing / branding and bilingual signage.

RECOMMENDATION 4 : Since January 7th 2019, all new developments of more than 1 house, or where the construction area is 100 square metres or more, require sustainable drainage to manage on-site surface water. Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by the Welsh Ministers.

These systems must be approved by the local authority acting in its SuDS Approving Body (SAB) role before construction work begins. The SAB will have a duty to adopt compliant systems so long as they are built and function in accordance with the approved proposals, including any SAB conditions of

approval.

It is recommended that the developer engage in consultation with the Cardiff Council SAB team as the determining SuDS Approval Body (SAB) in relation to their proposals for SuDS features. To arrange discussion regarding this please contact SAB@cardiff.gov.uk.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The development proposes 28 apartments in one building, comprised of 20 two-bedroom apartments and 8 one-bedroom apartments. The proposals also include sustainable drainage, landscaping, car parking and associated infrastructure.
- 1.2 Car parking and outdoor amenity space is provided to the eastern portion of the site. Outdoor useable amenity space measures 105sqm with an additional landscaped amenity area of some 450 sqm.
- 1.3 The proposed development is primarily three-storeys stepping down to two-storeys to the north-east.
- 1.4 The building is formed of a three storey-pitched roof structure facing Pentwyn Drive with a gable front either side, which are connected by narrow recessed red brick features. To the rear, a two storey flat roof element extends towards the north-eastern corner.
- 1.5 Pedestrian access to the site will be reinstated from the site frontage onto Pentwyn Drive. Pedestrian access is provided around the entire building, with stepped direct access to the bus stops directly in front and opposite the site.
- 1.6 The existing pedestrian and vehicle access from the south-eastern corner off Brynheulog will be maintained, providing access to the rear of the building and the car parking, cycle store and bin store located to the rear of the site.
- 1.7 Car parking is located within the site confines. A total of four car parking spaces for the development are provided (2 of which are disabled spaces), with two for the takeaway unit adjacent. The four spaces provided will be sited in close proximity and direct view of the apartments.
- 1.8 It is proposed to provide 48 cycle parking spaces within the site, adjacent to the parking area in safe and secure bicycle stores.
- 1.9 The landscaping scheme includes the planting of 13 no. trees to the northern and western boundaries, adjacent to existing neighbours and facing Pentwyn Drive respectively. Shrub planting is also indicated, with large areas to the site's two primary frontages proposed to be planted accordingly. Remaining softscaped areas will comprise amenity grass and flowering lawn mixture and a tree in the centre of the amenity area behind the building.

2. **DESCRIPTION OF SITE**

- 2.1 The site is approximately 6km north-east of Cardiff city centre. The site measures approximately 0.22 hectares and is broadly rectangular in shape. The site formerly comprised a Morrisons convenience store, and was previously in use as a public house and is now demolished. The site is formed of hardstanding/ compacted rubble where the former convenience store once stood, and the tarmacked car parking area that once served the shop.
- 2.2 To the southeast corner of the development site is a Kebab House, accommodated in a single-storey red brick building. The kebab house faces onto Brynheulog, adjacent to the access into the site, and is to remain in situ alongside the proposed development.
- 2.3 The north and west of the site are bounded by red brick boundary wall, separating the site from two- and three-storey terraced and semi-detached dwellings and townhouses of Brynheulog. To the west, the site slopes down a grass verge towards Pentwyn Drive.
- 2.4 The site is located in a predominantly residential area. The local vernacular of the area consists primarily of two- and three-storey terraced, semi-detached and apartment buildings. The houses are built primarily of red brick with some examples of white render, with gable roofs comprising red composite ridged roof tiles. The dwellings include minimal architectural detailing aside from features such as red brick soldier course, cills, and heads to the windows, and flat porches to front doors.
- 2.5 Three-storey apartment buildings are sited to the north along Pentwyn Drive, built of red brick with light render along the ground floor of the western elevation. The three-storey apartment building immediately north of the site is set half a storey above the ground level on Pentwyn Drive to accommodate the rising topography.
- 2.6 Opposite Brynheulog to the south is a two storey red brick building with commercial units on the ground floor and apartments above. The building is located on the corner of Brynheulog and Pentwyn Drive and steps down to one storey along Pentwyn Drive. Commercial units include a One-stop convenience store, a post office, betting shop and two food takeaway units. Beyond these, lies the St David's Medical Centre, consisting of a General Practice, Dental Practice, Veterinary Practice, Opticians and a Pharmacy.
- 2.7 Pedestrian access was historically available to the site via steps located in the centre of the western boundary, since removed. A pavement runs along the western and southern boundaries of the site, allowing access into the site to the south-eastern corner off Brynheulog, for both pedestrians and vehicles.
- 2.8 A south/west bound bus stop is located on the western boundary of the site, with a north/east bound bus stop opposite, both on Pentwyn Drive.
- 2.9 The nearest defined Local Centre is Maelfa, Llanedeyrn, which is identified under the local plan under policy R5.10. It is located approximately 1.8km distance south of the site and has a range of amenities.

- 2.10 The primary schools within catchments are Bryn Celyn Primary School (450m walking distance) and Pen y Groes for Welsh medium education (400m). Secondary education for the area is provided by Llanishen High School (4.7km) and with Welsh language provision at Ysgol Gyfun Gymraeg Bro Edern (2.7km).
- 2.11 Waun Fach recreational field is within 200m walking distance of the site to the west. Parc Coed y Nant, an urban wood surrounded by a leisure centre, sports pitches, bowling green lies 700m to the south.
- 2.12 There are no trees on site. Across Pentwyn Drive to the west of the site is a small woodland containing a cluster of trees covered by Tree Preservation Orders, mainly oak and alder with hedgerow thorns and hazel.

3. **SITE HISTORY**

- 3.1 PRAP/20/00048/MNR Demolition of previous building on site granted 16/109/2020.

4. **POLICY FRAMEWORK**

- 4.1 The following LDP policies are considered relevant :
 - KP1 Level of Growth
 - KP5 Good Quality and Sustainable Design
 - KP6 New Infrastructure
 - KP7 Planning Obligations
 - KP8 Sustainable Transport
 - KP12 Waste
 - KP13 Responding to Evidenced Social Needs
 - KP14 Healthy Living
 - KP15 Climate Change
 - KP16 Green Infrastructure
 - H3 Affordable Housing
 - H6 Change of Use or Redevelopment to Residential Use
 - EN8 Trees, Woodlands and Hedgerows
 - EN12 Renewable Energy and Low Carbon Technologies
 - EN13 Air, Noise, Light Pollution and Contaminated Land
 - EN14 Flood Risk
 - T1 Walking and Cycling
 - T5 Managing Transport Impacts
 - T6 Impact on Transport Networks and Services
 - C1 Community Facilities
 - C3 Community Safety / Creating Safe Environments
 - W2 Provision for Waste Management Facilities in Development
- 4.2 In addition to the above policies, the following SPGs are considered to be relevant:

Green Infrastructure (November 2017), comprising of:

Ecology and Biodiversity Technical Guidance Note
Trees and Development
Protection and Provision of Open Space in New Development
Soils and Development
Waste Collection & Storage Facilities (October 2016);
Planning Obligations (January 2017);
Residential Design Guide (January 2017);
Managing Transportation Impacts (Incorporating Parking Standards) (July 2018).

4.3 PPW Wales (edition 11)

4.4 National Development Plan (Feb 2021)

5. **INTERNAL CONSULTEE RESPONSES**

5.1 Contaminated Land state:

The Geoenvironmental Assessment Report includes a detailed assessment of potential contamination and associated risks to human health and the environment. The assessment does not identify any contaminants of concern. However, the potential for contamination cannot be ruled out and the 'unforeseen contamination' condition is requested.

Should there be any importation of soils to develop the garden/landscaped areas of the development, 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 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 requests the inclusion of the following conditions and informative statement in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan:

CONDITIONS

PC14D. CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION

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.

PC15A IMPORTED SOIL

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.

PC15B IMPORTED AGGREGATES

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.

ADVISORY/INFORMATIVE

R4 CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

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

- (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:

I have no objections. You will require a condition along the lines of: -

All planting, seeding and turf-laying shown on the approved plans shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is sooner.

Any newly planted trees, shrubs, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced in the first available planting season and to the specification shown on approved plans and in supporting documents, unless the LPA gives written consent to any variation.

Reason: To maintain and improve the amenity and environmental value of the area.

5.3 (a)The Waste Officer states:

The proposed bin storage area has been noted and is acceptable.

The designated area for bulky waste storage needs to be an enclosed storage area where for example a bulky item e.g. a mattress could be left while waiting for it to be collected for disposal. The area shown on the plan does not appear to be enclosed.

The recommended provision for 28 units:

Dry Recyclables: 3 x 1100 litre bulk bin & 1 x 660 litre bulk bin

General waste: 3 x 1100 litre bulk bin & 1 x 660 litre bulk bin

Food Waste 2 x 240 litre bin

Communal bin stores should have double doors that open outward with retainers. Surfaces should be smooth and impervious to permit cleaning and

the floor must be laid to create suitable drainage. Adequate lighting must be provided either natural or artificial, 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.

The bin store needs to be a maximum of 25 metres from where the refuse vehicle is parked. If this is not achievable then a collection point would need to be designated near the entrance to the development.

Please be advised that the developers of all new residential units are required to purchase the bin provision required for each unit. The bins have to meet the Council's specifications. These 660litre/1100 litre wheeled bins can be ordered via our bin order form located at www.cardiff.gov.uk/wasteplanning.

Refuse storage, once implemented, must be retained for future use

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

(b) The Waste Officer further states after the receipt of amended plans that: The waste storage areas have been noted and are now acceptable.

Waste Management has no further observations or objections with respect to the above numbered application.

5.4 Transport Officer states following the submission of amended plans that:

I'm happy with the revised access arrangement that shows a reduced width and dropped footway crossover. This could be delivered by an appropriate 'highways agreement' Recommendation (see below).

Cycle Parking – I can only see 40 cycle parking spaces marked, whereas there should be 48 no. In addition there is not enough hard-standing room in front of the proposed facilities. This is especially an issue for the 12-cycle store adjacent to the takeaway's car parking bays, and the presence of parked cars would hinder access to the cycle parking. I would prefer that further details on cycle parking are provided now, however with consideration that it is intended this application goes to May committee, and that there is clearly space within the internal area for revised cycle parking (albeit this is currently proposed as car parking/open area), you may wish to place the below cycling condition.

As per other email, we are also seeking a £6000 Section 106 contribution for the introduction of parking restrictions on Bryn Heulog adjacent to the access, to ensure that the development does not otherwise result in traffic safety concerns. This would be delivered via a separate TRO process that would

determine the exact extent/type of restrictions.

CONDITIONS

Cycle Parking

Prior to above-ground development commencing details showing the provision of cycle parking spaces, and appropriate access to them, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.

Reason: To ensure that adequate provision is made for the sheltered and secure parking of cycles.

Car Parking Management

Prior to occupation a Car Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority, to include details of residential car parking allocation, and how this will be controlled and communicated to residents. The approved details shall be implemented prior to the development being put into beneficial use.

Reason: To ensure the proposed car parking does not result in operational concerns and accords with policies.

HIGHWAYS RECOMMENDATION

The Local Highway Authority are to be contacted with regards to proposed works to the public highway, and the works will be subject to an appropriate Highways Agreement between the developer and Local Highway Authority.

(These comments have been forwarded to the applicant)

5.5 The Regeneration Officer states:

Request for Community Facilities

The Cardiff Planning Obligations SPG 2017 (Section 8 – Community Facilities) states that ‘Growth in population arising from new development generates demand for and increases pressure on community facilities. To meet the needs of future residents, it may be necessary to meet this additional demand through:

- The provision of new facilities,
- The extension to, or upgrading of existing facilities’.

If no onsite provision is proposed, a financial contribution is sought on residential developments containing 25 or more new dwellings where it has been identified that investment in community facilities will be required to meet the needs of the new population.

The formula in the SPG is based on the number of bedrooms and associated occupancy figures per dwelling, and is calculated as follows:

No. of bedrooms Number of Dwellings Contribution per dwelling Totals

1	8	£720.51	£5,764.10
2	20	£997.63	£19,952.64
3		£1,385.60	£0.00
TOTALS:		£25,716.74	

In summary, the following contribution is sought from the developer:

£25,716.74

Community Infrastructure Levy (CIL)

CIL Regulation 122(2) provides:

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Comments in respect of the request for contributions towards community facilities are as follows:

(a) Necessary to make the development acceptable in planning terms:

The Cardiff Planning Obligations SPG was formally adopted by Council on 26th January 2017. The SPG was adopted to help to ensure that developments contribute toward the provision of necessary infrastructure and measures required to mitigate their impact. Policy KP6 of the Cardiff Local Development Plan (adopted January 2016) supports the provision of community facilities as part of new residential developments.

It is also in accord with Planning Policy Wales which supports the negotiation of planning obligations and states “Contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable”. A development proposing a significant increase in population, such as this, would create pressures on existing local facilities that need to be offset via a financial contribution. It would be unacceptable to grant planning consent in the absence of such provision.

(b) Directly related to the development

Several community facilities are located within proximity to the site and are likely to experience an added pressure as a result of the new population. It is envisaged that a forthcoming community facilities contribution would be directed towards one of these facilities.

(c) Fairly and reasonably related in scale and kind to the proposed development
Contributions towards community facilities are derived using a formula-based calculation which takes into account, amongst other things, the size of the residential development and the projected increase in population.

5.6 The Housing Officer states:

The applicant is looking to provide a 100% Affordable Housing scheme, and Housing Development have no objections, provided the applicant secures an

approved organisation such as a Registered Social Landlord or the Council itself as the end user/owner of these units. The scheme will have to meet the Welsh Government Design Quality Requirements as a minimum, and this 100% affordable housing scheme will be secured in the s106 agreement with the relevant clauses, by a planning obligation.

5.7 The Parks Officer states:

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 46.4. This generates an open space requirement of 0.113 ha of on-site open space based on the criteria set for Housing accommodation, or an off-site contribution of £48,142. 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.

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.

6. **EXTERNAL CONSULTATEE RESPONSES**

6.1 Welsh Water states:

We would request that if you are minded to grant Planning Consent for the above development that the Conditions and Advisory Notes provided below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

SEWERAGE

We can confirm capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site. Surface Water Drainage As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The

development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with the Local Authority, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation.

We note the applicant has not submitted a detailed foul drainage with this application, therefore we request that if you are minded to grant Planning Consent for the above development that the Conditions and Advisory Notes listed below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

Conditions No development shall commence until a foul water 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 water flows and thereafter 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.

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 on 0800 085 3968 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.

POTABLE WATER SUPPLY

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.

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

6.2 Natural Resources Wales states:

We have previously provided comments on the above proposal during Statutory Preapplication where we recommended conditions for a CEMP and Land Contamination. We have reviewed the current submitted application and provide you with our response which is detailed below. We continue to have significant concerns with the proposed development as submitted. We recommend you should only grant planning permission if you attach the following conditions to the permission. Otherwise, we would object to this planning application.

Condition 1: Submission of a Construction Environmental Management Plan (CEMP)

Conditions 2-5: Land Contamination Conditions Construction Environment Management Plan - Surface Water Protection

We note in the Pre-Application Consultation (PAC) report that acknowledgement of this condition has been given, and that no action is required on the applicant's behalf. We include the condition here for your convenience. Due to the sites proximity to the Nant Glandulas watercourse, a Construction Environmental Management Plan (CEMP) is needed to ensure that the watercourse remains free of silt/sediment pollution.

Condition 1: No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Resource Management: details of fuel and chemical storage and containment and wastewater.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with

- the CEMP and emergency contact details
- Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

Justification: This CEMP is needed to ensure that construction undertaken complies with Pollution Prevention Guidance to prevent silt/sediment pollution to local surface waters. In particular, due to the site's proximity to surface drains that discharge to the Nant Glandulas.

Land Contamination We have reviewed the following documents submitted in support of the planning application:

- Quantitative Risk Assessment, Geotechnical and Geo-environmental Report: Proposed Residential Development Pentwyn Drive, Pentwyn, September 2019;
- Excavations and Formations, Geotechnical and Geo-environmental Report: Proposed Residential Development Pentwyn Drive, Pentwyn, September 2019;
- Foundation and Floor Slab Solution, Geotechnical and Ge-Environmental Report, September 2019;
- Storm Water Drainage, Geotechnical and Ge-Environmental Report, September 2019. Based on the review of the above documents, we can confirm:
- No soil contamination has been found to date based on the chemical analysis of eight (8) Made Ground window samples collected from the proposed development site;
- All substances tested for were found to be present at concentrations below their respective human health threshold levels for a residential setting. No contaminants of concern were identified; Shallow perched water and groundwater flows were not encountered but should be expected;
- It is recommended that for the new development traditional mass concrete strip and trench fill foundations founded within the underlying firm becoming stiff, silty gravelly clay may be used. Based upon the site investigation the depth to the in-situ founding horizon will typically be between 0.29-2.25m depth below the existing ground level;
- It is considered that the infiltration rates observed within the shallow clay and gravel deposits are insufficient for shallow soakaways.

It is further noted that significant areas of landscaping are proposed for the redevelopment of the site based on a review of the Detailed Landscape Design Figure dated 4th February 2021. In light of the above, the following conditions are still considered relevant for inclusion as although the Made Ground samples analysed to date have found no contamination of significance, it is still possible that unsuspected contamination of an unknown nature and extent could be encountered during the proposed site development works and that this contamination could pose risks that would require its remediation. Therefore, we advise the inclusion of the following condition on any permission your authority is minded to grant.

Condition 2: No development of the former Morrisons site in Pentwyn, shall commence until the following components of a scheme to deal with the risks

associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Justification: To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination.

We note that Condition 2 has largely been satisfied as supported by information stated above. However, the potential that contamination of an unknown nature and extent could still be encountered during the proposed development works, requires that clause 4 be maintained: 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Unsuspected Contamination It is possible that unknown contamination (nature and extent) not uncovered by the 2019 limited Site Investigation, may be encountered during site development works. We therefore advise the following is included on any permission your authority is minded to grant.

Condition 3: If, during development, contamination not previously identified is found to be present at the former Morrison's site in Pentwyn then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved. The proposed landscaping and 'soft' borders that are being proposed may require further assessment in terms of the

potential need for some degree of excavation of the Made Ground, and potentially importation of good quality fill to act as a bedding layer for the proposed plants. A geo-membrane break-layer may also be required to identify that Made Ground is located beneath the imported good quality fill.

Justification: To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks.

Surface Water Drainage Two infiltration tests were performed at the proposed development site as part of the 2019 site investigation. These tests indicated that the use of soakaways for stormwater management would not be a viable option for the site. However, if this option is revisited through further testing and it is found that the soakaway option is viable, then the Condition applies. This Condition is further reinforced by the presence of Made Ground at the proposed development site. Made Ground is a potential constraint to the use of stormwater soakaways.

Condition 4: No infiltration of surface water drainage into the ground at the former Morrisons site in Pentwyn is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details. The design system and management of operational stormwater at the site are still pending.

Justification: To prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution.

Piling Foundation design for the proposed former Morrisons development site in Pentwyn suggests that some degree of interaction will be required with the Made Ground known to be present at the site.

Condition 5: No development of the former Morrisons site in Pentwyn shall commence until details of piling or any other foundation designs using penetrative methods sufficient to demonstrate that there is no unacceptable risk to groundwater have been submitted to and approved in writing by the Local Planning Authority. The piling/foundation designs shall be implemented in accordance with the approved details. The foundation design has not been finalised to date and therefore Condition 5 is still required until it has been agreed with the Local Authority.

Justification: Piling/foundation details should be submitted to ensure there is no unacceptable risk to groundwater during construction and methods/design are agreed prior to the commencement of development or phase of development.

European Protected Species We note that the bat report submitted in support

of the above application (Willis Construction Building Inspection and Bat Report, September 2020) has identified that bats were not using the application site. We therefore have no comments to make on the application as submitted in relation to bats.

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.

We advise the applicant that, in addition to planning permission, it is their responsibility to ensure they secure all other permits/consents/licences relevant to their development. Please refer to our website for further details.

7. **REPRESENTATIONS**

7.1 Local Members have been consulted.

7.2 Councillor J Carter states:

I wish to record my objections on the proposed flats at the former Morrisons store in Pentwyn.

I think this is a great site for social housing and although I would prefer houses to flats, I think this would be a great site for flats.

I have however two concerns, the size and parking.

On the size, I worry that it is a lot of flats on a relatively small site and that having the building so tall will lead to overlooking of nearby houses.

I am also worried about the very small number of parking spaces proposed. In the city centre wards with restricted parking, it is possible to build flats with no parking and tell tenants they can't have cars, but in suburban communities with no restricted parking, tenants will just park their cars on the roads competing with people driving to the shops and dropping their children off at school.

I therefore think there should be less flats and one parking space per flat.

7.3 The proposal has been advertised in the press and by site notices as a major application.

7.4 Neighbouring occupiers were consulted by letter.

7.5 Objections have been received from 12 addresses in Brynheulog, 2 in Bryncyn, 1 in Wern Goch West, 1 in Heddfan North, 1 in Coeden Dal, 2 in Pentwyn Drive, 1 Bryn Pinwydden 1 The Hawthorns and 1 no address. A total of 22 objections. (most reside nearby and 7 of the objectors reside some 140m - 700m distant from the site).

- 7.6 The principle objection is lack of car parking to serve the development and takeaway and the consequent pressures this would add to existing parking problems in the area and associated road safety issues. One objector referred to a condition on a 2006 planning application requiring the retention of car parking for the pub and takeaway.
- 7.7 In addition three objectors expressed concerns that their privacy would be adversely affected.
- 7.8 Two objectors queried how waste would be collected.
- 7.9 One objector said that social housing should be located somewhere else as anti-social behaviour will occur.
- 7.10 Some objectors questioned whether the site could be used for a community centre, youth centre or car park.
- 7.11 One objector expressed concern at the lack of library and leisure centre for young and that local doctors, school and dentists are full.
- 7.12 Four Objectors generally supported the proposal other than for lack of parking.
- 7.13 Some of the objectors support fewer flats on this site.
- 7.14 A resident of Bryn Celyn expressed an interest in one of the units when it became available.

8. **ANALYSIS**

Policy

- 8.1 The application site falls within the settlement boundary as defined by the Adopted Local Development Plan proposals map and has no specific land use policy allocation or designation.
- 8.2 The site is located in a predominantly residential area and comprises vacant, previously developed land.
- 8.3 Policy H6 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 requirement;
 - 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.

- 8.4 Assessed against the above policy framework, the site comprises a vacant brownfield site, having been previously occupied by a Morrisons convenience store that suffered long term vacancy and as a consequence was recently demolished.
- 8.5 The site is located in a sustainable location, in close proximity to local shopping and health care facilities and well served by regular bus services providing direct access to the city centre. In addition the site lies within 800m of the A48 which forms part of Cardiff's strategic bus corridor.
- 8.6 Given the application site is set within a residential context, the residential development of the site is considered compatible with the surrounding land uses.
- 8.7 The application raises no land use policy concerns.

Car Parking

- 8.8 Planning Policy Wales edition 11 issued in 2021 states at paragraph 3.12 that: Movement - Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate.
- 8.9 Paragraphs 4.1.49 to 4.1.52 of Planning Policy Wales edition 11 states in respect of car parking that:

4.1.49 Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

4.1.50 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

4.1.51 Planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. This includes preventing pavement parking through the

design of the street. Car parking should be overlooked by surrounding properties to provide natural surveillance.

4.1.52 Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan. Local authorities should consider parking issues on a joint basis with neighbouring authorities. They should jointly establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. These maximum standards should be set in collaboration with interested organisations. Local authorities will need to ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under review. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.

8.10 Policy KP8 of the Council's approved Local Development Plan states that:

SUSTAINABLE TRANSPORT - 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;
- iv. Integrate travel modes;
- v. Provide for people with particular access and mobility requirements;
- vi. Improve safety for all travellers;
- vii. Maintain and improve the efficiency and reliability of the transport network;
- viii. Support the movement of freight by rail or water; and
- ix. Manage freight movements by road and minimise their impacts.

8.11 LDP Policy T5: MANAGING TRANSPORT IMPACTS and supporting paragraphs 5.230 -5.232 states:

Where necessary, safe and convenient provision will be sought in conjunction with development for:

- i. Pedestrians, including people with prams and/or young children;
- ii. Disabled people with mobility impairments and particular access needs;
- iii. Cyclists;
- iv. Powered two-wheelers;
- v. Public transport;
- vi. Vehicular access and traffic management within the site and its vicinity;
- vii. Car parking and servicing;
- viii. Coach parking; and
- ix. Horse-riders.

5.230 The purpose of this Policy is to ensure that all new developments for which planning permission is required: i. Properly address the demand for travel

and its impacts; ii. Contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives and policies of the LDP; 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.

5.231 Measures appropriate to a particular development will depend on its scale, location and use(s). They may include providing for and/or improving, as appropriate: The needs of disabled people with mobility impairments and particular access needs; The needs of people with prams and/or young children; Safe and convenient pedestrian access to and movement within the development, including pedestrian priority measures, lighting, security, and weather protection; Walking links to existing pedestrian routes and networks, District and Local centres, open space and other community facilities; (e.g. safe routes to school) - for access and recreational purposes - and designed for use by everyone; The strategic recreational routes; 5 Detailed Policies 170 Cardiff Local Development Plan 2006 - 2026 Adopted Plan Cycling links to existing cycle routes and networks, District and Local centres and community facilities designed for use by everyone; Secure cycle parking and changing facilities in accordance with guidelines set down in SPG; Management of conflict between modes of access, including vehicles, pedestrians and cyclists; Public transport, including bus stops, bus lanes and interchange facilities; Safe vehicular access to the site that does not unreasonably restrict the flow of traffic on the adjoining highway network; Traffic and speed management measures; and Car and coach parking and servicing facilities in accordance with revised guidelines set down in supplementary planning guidance.

5.232 Parking and servicing will be provided, where appropriate in accordance with the Council's adopted standards.

8.12 The Council's SPG Managing Transport Impacts (Incorporating Parking Standards) approved July 2018 states at paragraph 6.1

"The availability of parking spaces and their location can influence travel choices. Excessive provision can serve to stimulate demand for car travel and perpetuate reliance on the car. The application of parking standards to new developments is therefore an important tool in managing demand for travel by car and encouraging a shift to sustainable transport modes. These objectives are balanced against the need to manage pressures on on-street parking space and the negative impacts of oversubscription of space including congestion, hazards, visual intrusion and harm to residential amenity. Reference should also be made to the Council's Parking Strategy for further information on how parking is managed in Cardiff, including residents parking schemes."

8.13 And at paragraph 6.15 states amongst other things that:

"The Residential parking standards do not include a requirement for visitor parking....."

8.14 The SPG says that there is no minimum car parking standards for residential

units but there are minimum cycle parking standards i.e..

Minimum cycle parking - All dwellings 1 per unit 1 per bedroom

- 8.15 There is no objection from the Transportation Officer on grounds of inadequate car parking.
- 8.16 The emphasis of Welsh government guidance, the Council's planning policies and SPG is to minimise car parking and promote sustainable development. In this case the site immediately adjoins bus stops, a small group of retail units including a convenience store and an amenity area. In very close proximity is a GPs and playing field. There are 3 primary schools within 400m (St Davids, St Bernadettes and Bryn Celyn) and Glyncoed Primary school is 500m distant. Whilst there have been a number of objections to the development principally on grounds of inadequate car parking this is a sustainable site. The car parking (including disabled spaces) for the development and the cycle parking is in line with PPW, the LDP and SPG and is therefore considered acceptable. (This is subject to the condition recommended by Transport Officer and required TRO).

Privacy

- 8.17 In most instances, there is sufficient separating distance between proposed and existing dwellings of over 21m. The only exception to this is in respect of the relationship to the north. Two proposed first floor windows would be between 17 and 18m distant from windows to a flat above a garage, however, there is an intervening communal car park serving various dwellings to the north. In addition there is a proposed first floor bedroom window some 16m from the flats to the north that is separated by communal green space and a footpath serving the flats. In view of these circumstances it is considered that the normal privacy standards can be relaxed in this case as the impact on the amenities of the occupants of existing properties would be minimised. The second floor of the proposed building does not include any habitable room windows facing windows to habitable rooms of existing neighbours.

Design

- 8.18 The front of the apartments faces Pentwyn Drive and gives the appearance of three blocks with gable blocks on either side framing a central block connected by flat roof structures. This is a marked improvement on the single block initially proposed at the pre-application stage.
- 8.19 Variation and depth to the apartments will be provided by the two large gables, each punctuated by recessed red brick elements. Balconies also provide visual interest and variety to the streetscene. Large apertures provide more pleasant living environments, solar gain, and more interesting façades.
- 8.20 The mass of the double fronted block is carefully moderated/modulated to create a little variety to the building and roof form, despite its depth. This sits well in the area with the gables picking up on a similar scheme to the north, framed a little by the set back of these façades.
- 8.21 The pattern of fenestration is good and attractive, with Juliette balconies giving good aspect facing the open space to the west.

- 8.22 The appearance of the building would be enhanced if the reveals had a brick depth and condition 13 seeks to address this.
- 8.23 The scale and massing of the building would not result in an overbearing or un-neighbourly form of development. The siting and aspect of the proposed development also means that no unacceptable overshadowing of neighbours' buildings will result.
- 8.24 The site is cleared and devoid of any landscape. The planting proposed will make a positive contribution to the appearance of the development and will also contribute to biodiversity.

Amenity Area and Open Space

- 8.25 There is sufficient amenity space around the building to meet the SPG standards. The requirement for a contribution for Open Space identified by the Parks Officer is covered in Section 9 of this report.

Waste Collection

- 8.26 The Waste Officer's original comments were shared with the applicant who submitted amended plans to address those comments. The Waste Officer now has no objections.

Contamination

- 8.27 There is no objections from NRW and Pollution Control subject to conditions which are included in the Recommendation.

Flooding and Drainage

- 8.28 The Welsh Government Development Advice Maps show the site to be within Flood Zone A. NRW has raised no objection.
- 8.29 Welsh Water has no objection subject to a condition included in the recommendation and their advice has been shared with the applicant.

Heritage context

- 8.30 In relation to heritage assets, the subject site is remote from anything of value. The site is not within a conservation area, nor does it contain or is near any listed buildings. There are no Scheduled Ancient Monuments, Registered Parks and Gardens or other heritage assets within the vicinity of the site which have the potential to be affected by the development proposals.

Representations

- 8.31 The issues of parking and privacy have been addressed earlier in this Section and crime is considered in paragraph 8.35 of this report.
- 8.32 The application has to be assessed as to whether the development the subject of this application is acceptable rather than whether some alternative use may be suitable on this site.

Community Facilities

- 8.33 The Regeneration Officer identifies the need for a contribution towards community facilities and this is covered in Section 9 of this report.

Odours

- 8.34 Air Quality Consultants undertook an odour assessment and their findings are as follows:

The odour effects of the Istanbul Kebab House on a nearby proposed residential development have been assessed using a kitchen odour risk assessment, a field odour survey and a review of odour related complaints data and local meteorological data.

Overall, it is judged that the takeaway outlet will lead to 'not significant' odour effects at the proposed residential properties. It should be noted that this assessment is based upon the current takeaway operating as stated at the time of this assessment. Should operations at the takeaway change, or opening hours increase, it is possible that additional odour abatement measures may be required at the outlet to minimise the risk of adverse odour effects at the proposed development.

Crime and Disorder

- 8.35 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. South Wales Police were consulted but have not commented on this application. There is no evidence that the future occupants would give rise to anti-social behaviour. One of the previous uses of the site was a pub which could have given rise to concerns about anti-social behaviour or noise and disturbance.

Equalities Act

- 8.36 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.

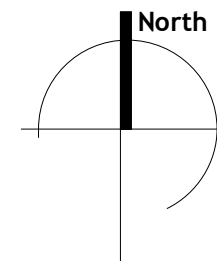
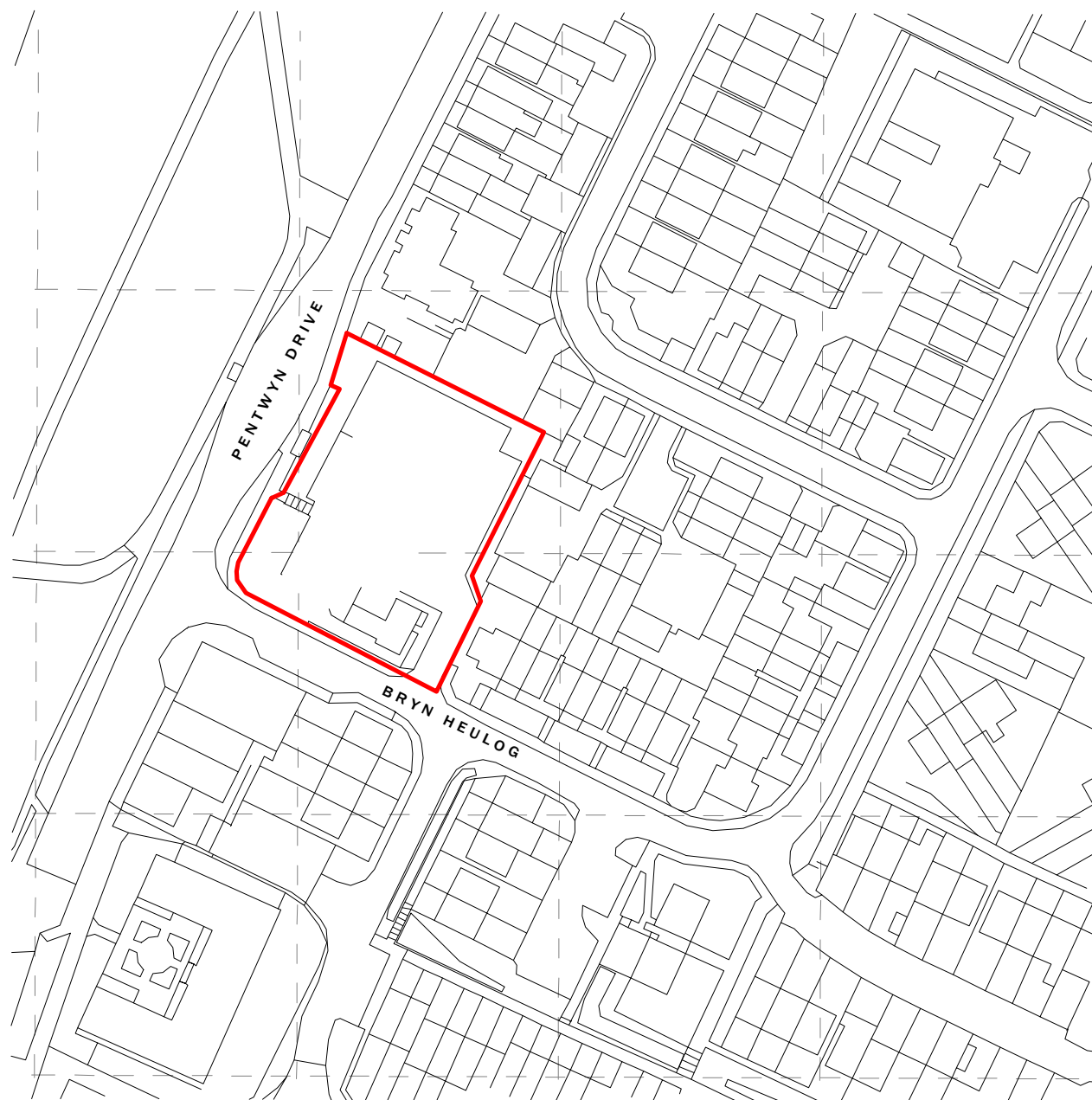
Wellbeing

- 8.37 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 (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. The proposed affordable housing will help promote wellbeing by the provision of good quality homes for future occupants in need of such accommodation. This is covered in Section 9

of this report.

9. **SECTION 106**

- 9.1 The developer will be required to enter a Section 106 Agreement that:
- i) the accommodation be for affordable housing only
 - ii) provide £25,716.74 towards community facilities within the local area
 - iii) provide £48,142 towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality.
 - iv) provide £6,000 towards a TRO for parking restrictions.
- 9.2 The agent has confirmed that the applicant is willing to enter into a S106 to cover the following.
- Development will provide 100% affordable housing.
 - Payment of £48,142 towards Public Open Space.
 - Payment of £25,716.74 towards Community Facilities.
 - Payment of approx. £6,000 towards Sustainable Transport.
 - Total (subject to transport figure) = £79,858.74



01 SITE LOCATION PLAN
1 : 1250

Notes

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Project LAND AT PENTWYN DRIVE, CARDIFF

Project number N225

Client WILLIS CONSTRUCTION

Title SITE LOCATION PLAN

Drawing number A110

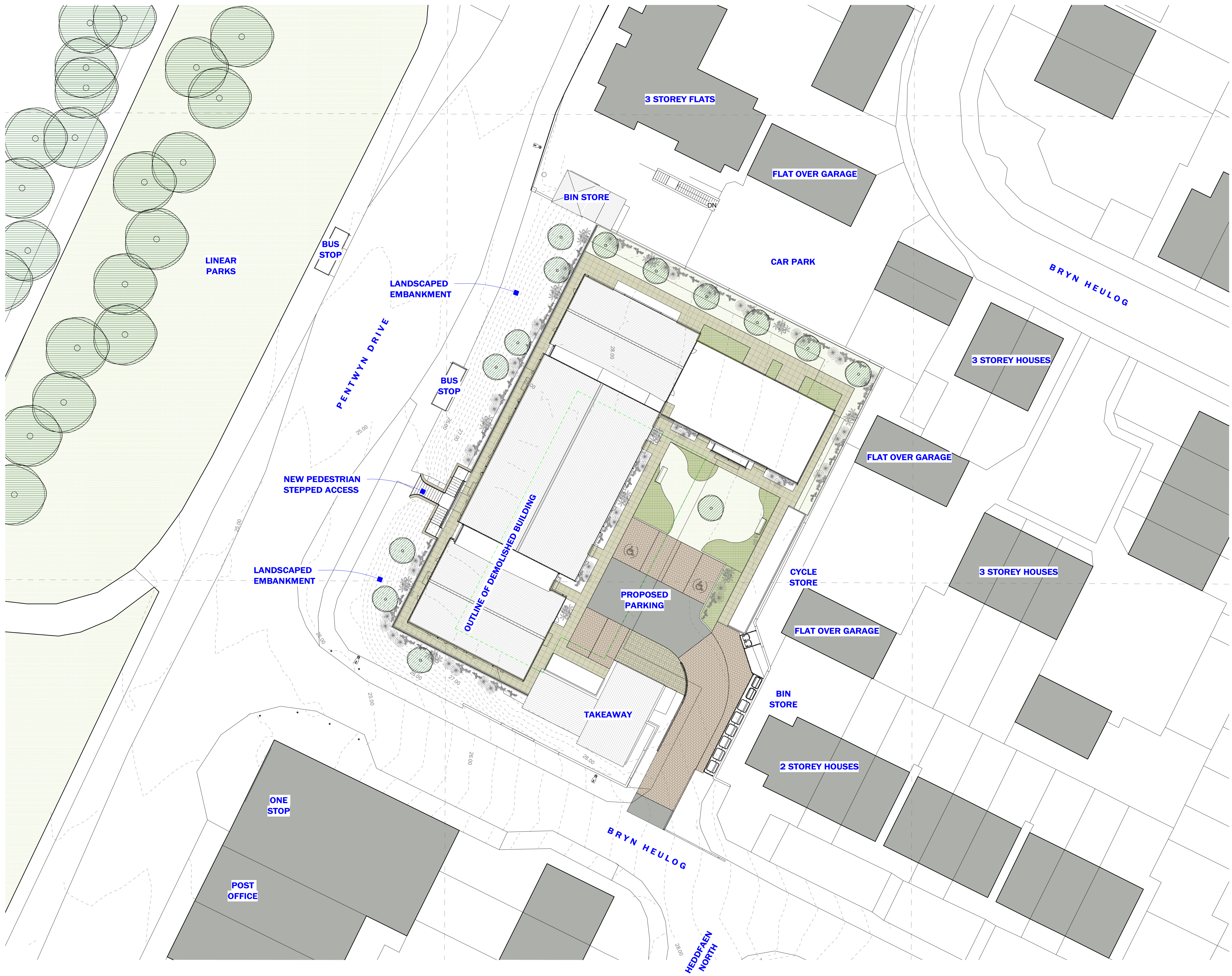
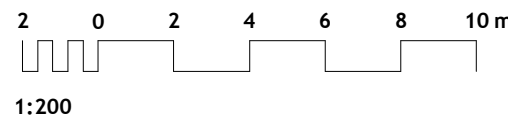
Scale 1 : 1250 at A3

Revision A

Status PAC SUBMISSION

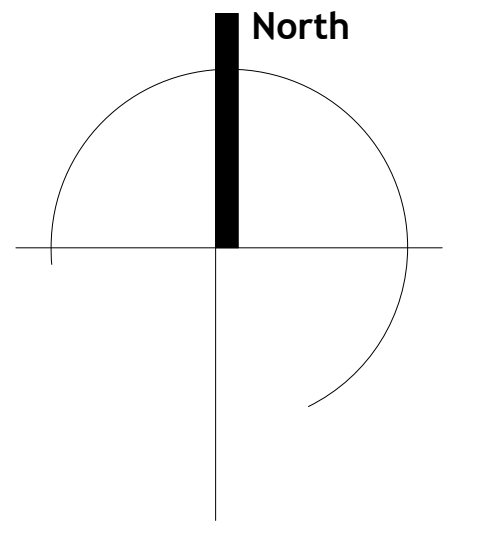
Drawn PC

Date 24.11.20



Revisions

A	07.12.20	Minor amendments
B	09.12.20	Additional amendments following client review
C	29.01.21	12 additional cycles spaces added
D	29.01.21	Disabled bays added
E	02.03.21	Amendments following planning design comments
F	25.03.21	Sub-station removed
G	27.04.21	Bin store, stepped access and site entrance amended
H	03.05.21	Minor amendments

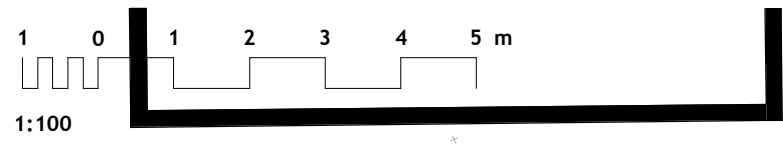


ACCOMMODATION
 8 X 1B 2P FLATS
 20 X 2B 3P FLATS
 TOTAL 28 UNITS
 PARKING - 4 SPACES
 CYCLES - 40 SPACES
 SITE AREA -

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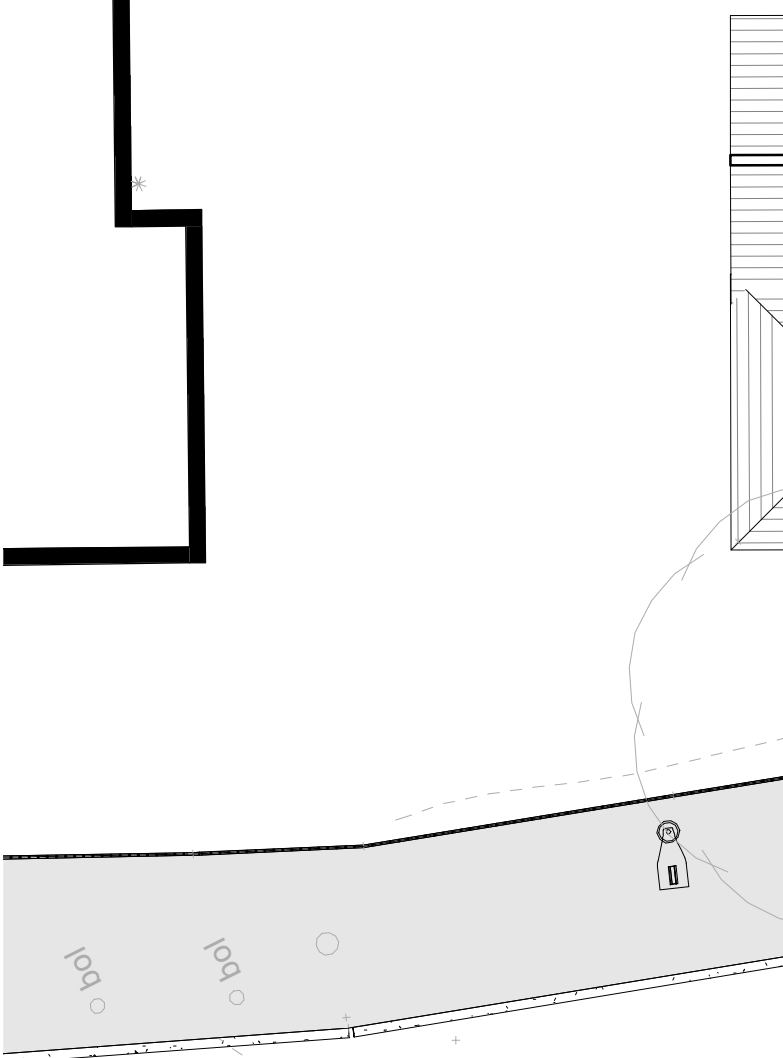
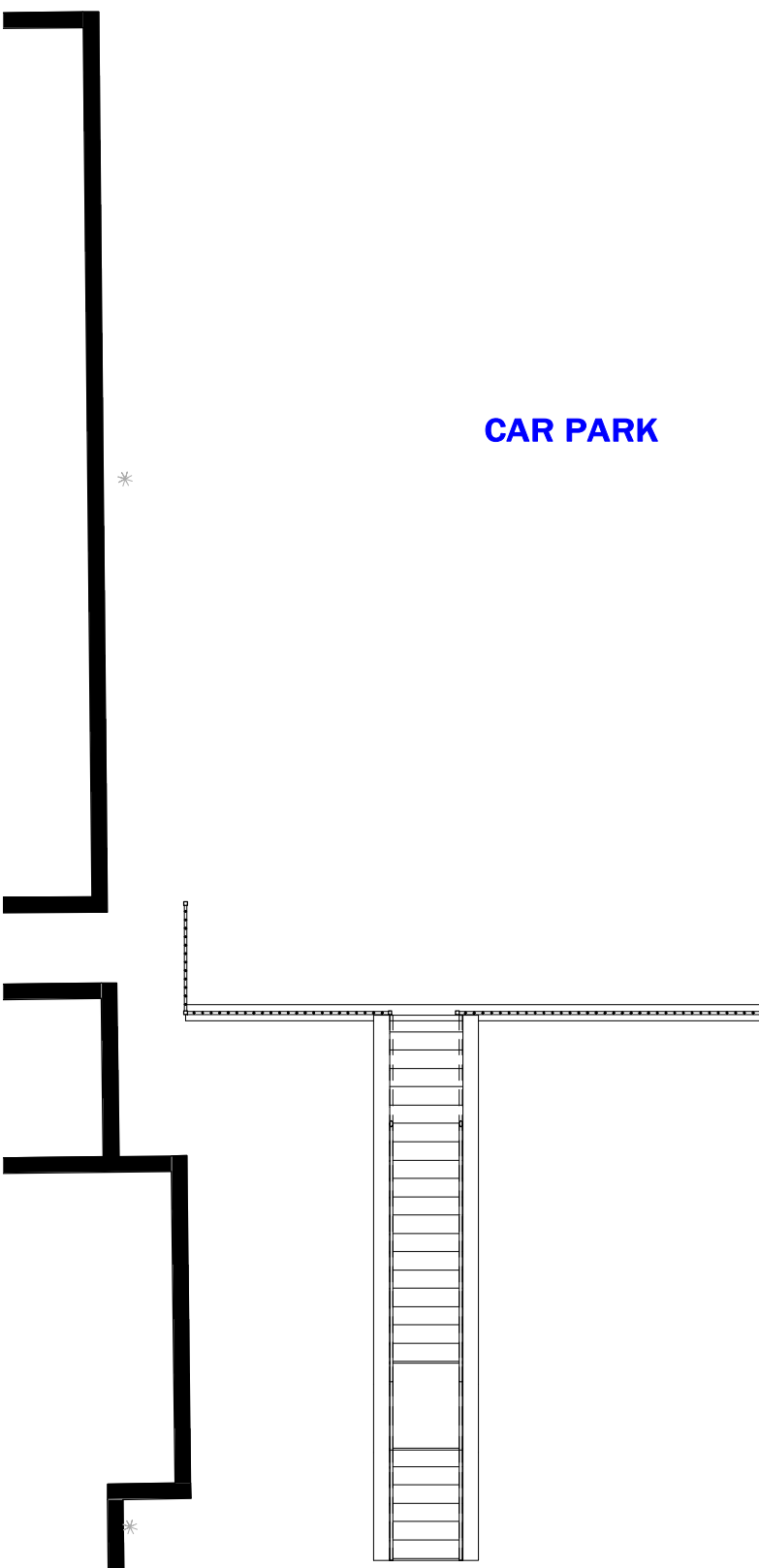
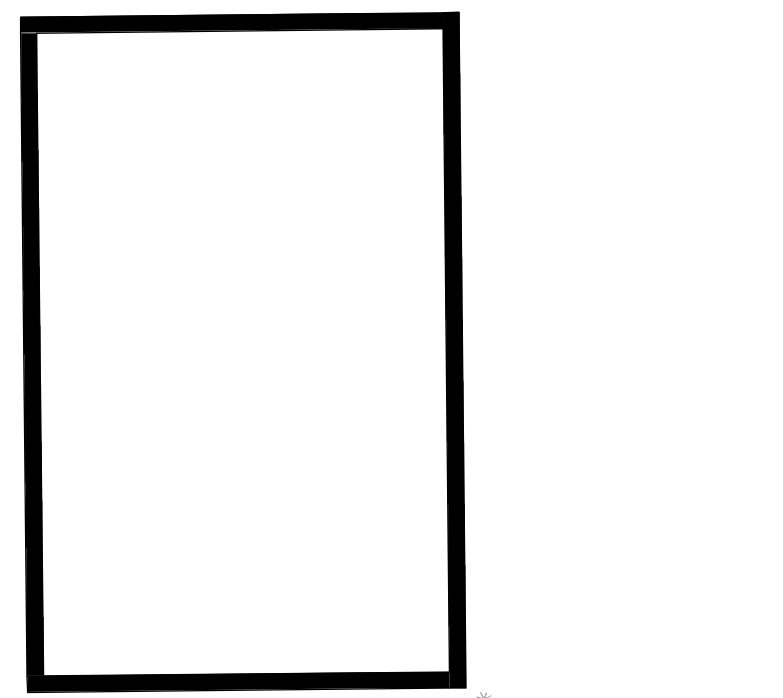
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Project	LAND AT PENTWYN DRIVE, CARDIFF
Project number	N225
Client	WILLIS CONSTRUCTION
Title	PROPOSED SITE LAYOUT
Drawing number	A116
Scale	1 : 200 at A1
Revision	H
Status	PAC SUBMISSION
Drawn	PC
Date	24.11.20



Revisions

A	07.12.20	Minor amendments
B	09.12.20	Additional amendments following client review
C	29.01.21	12 additional cycles spaces added
D	29.01.21	Disabled bays added
E	02.03.21	Amendments following planning design comments
F	25.03.21	Sub-station removed
G	27.04.21	Bin store, stepped access and site entrance amended
H	03.05.21	Minor amendments



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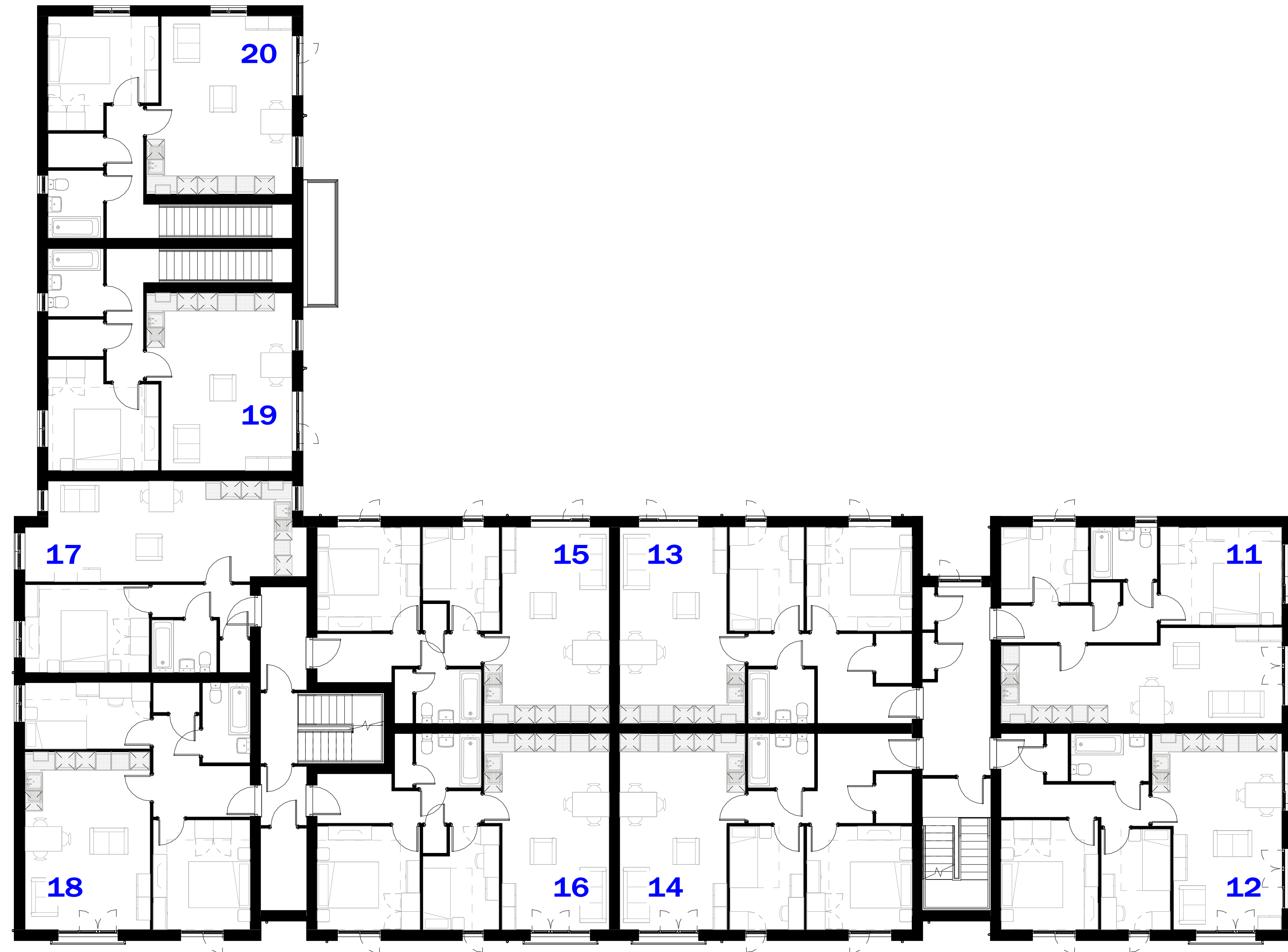
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Project	LAND AT PENTWYN DRIVE, CARDIFF
Project number	N225
Client	WILLIS CONSTRUCTION
Title	PROPOSED GROUND FLOOR PLAN
Drawing number	A117
Scale	1 : 100 at A1
Revision	H
Status	PAC SUBMISSION
Drawn	PC
Date	24.11.20

Revisions		
A	07.12.20	Minor amendments
B	09.12.20	Additional amendments following client review
C	02.03.21	Amendments following planning design comments



01 PROPOSED FIRST FLOOR PLAN
1 : 100

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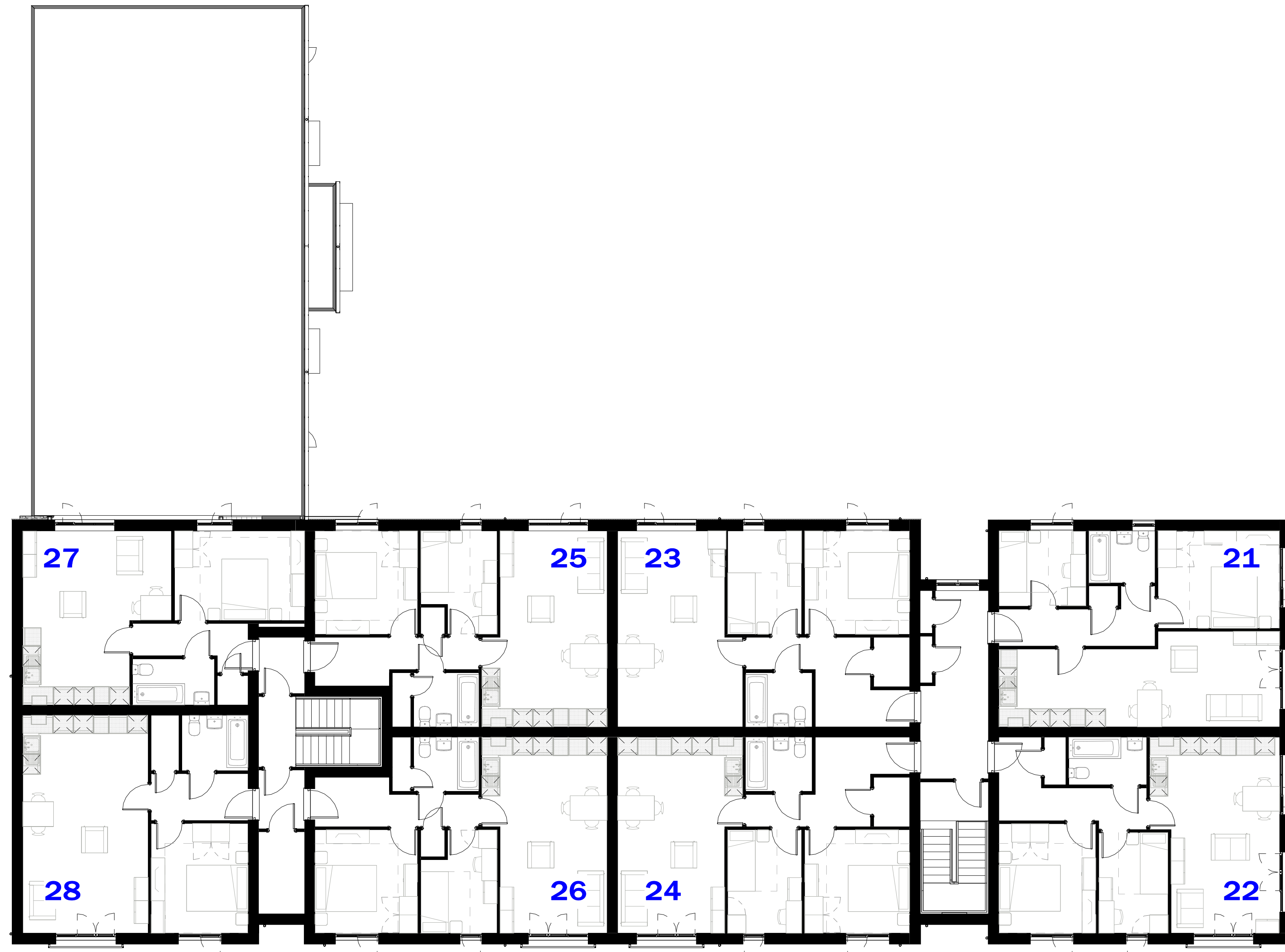
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Project	LAND AT PENTWYN DRIVE, CARDIFF
Project number	N225
Client	WILLIS CONSTRUCTION
Title	PROPOSED FIRST FLOOR PLAN
Drawing number	A118
Scale	1 : 100 at A1
Revision	C
Status	PAC SUBMISSION
Drawn	PC
Date	24.11.20

Revisions		
A	07.12.20	Minor amendments
B	09.12.20	Additional amendments following client review



01 PROPOSED SECOND FLOOR PLAN
1 : 100

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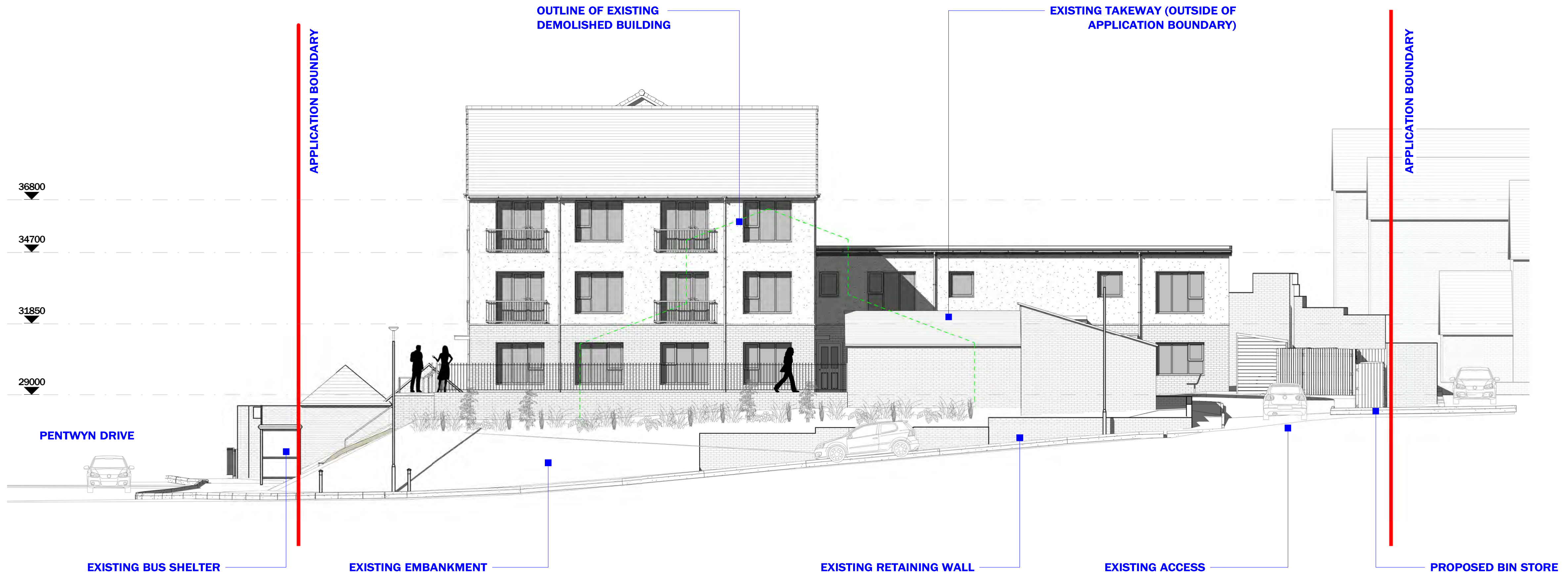
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Project	LAND AT PENTWYN DRIVE, CARDIFF
Project number	N225
Client	WILLIS CONSTRUCTION
Title	PROPOSED SECOND FLOOR PLAN
Drawing number	A119
Scale	1 : 100 at A1
Revision	B
Status	PAC SUBMISSION
Drawn	PC
Date	24.11.20

Revisions	
A	07.12.20 Minor amendments
B	09.12.20 Additional amendments following client review
C	02.03.21 Amendments following planning design comments
D	25.03.21 Sub-station removed
E	27.04.21 Bin store, stepped access and site entrance amended



01 PROPOSED ELEVATION A - PENTWYN DRIVE
1 : 100



02 PROPOSED ELEVATION C - BRYN HEULOG
1 : 100

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Project	LAND AT PENTWYN DRIVE, CARDIFF
Project number	N225
Client	WILLIS CONSTRUCTION
Title	PROPOSED ELEVATIONS SHEET 1
Drawing number	A121
Scale	1 : 100 at A1
Revision	E
Status	PAC SUBMISSION
Drawn	PC
Date	24.11.20

Revisions	
A	07.12.20 Minor amendments
B	09.12.20 Additional amendments following client review
C	02.03.21 Amendments following planning design comments
D	25.03.21 Sub-station removed



01 PROPOSED ELEVATION B - REAR PARKING COURTYARD
1 : 100



02 PROPOSED ELEVATION D
1 : 100

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Project	LAND AT PENTWYN DRIVE, CARDIFF
Project number	N225
Client	WILLIS CONSTRUCTION
Title	PROPOSED ELEVATIONS SHEET 2
Drawing number	A122
Scale	1 : 100 at A1
Revision	D
Status	PAC SUBMISSION
Drawn	PC
Date	24.11.20

Revisions	
A	07.12.20 Minor amendments
B	09.12.20 Additional amendments following client review
C	25.03.21 Sub-station removed
D	27.04.21 Bin store, stepped access and site entrance amended



01 PROPOSED CONTEXT ELEVATION (PENTWYN DRIVE)
1 : 200



02 PROPOSED CONTEXT ELEVATION C - BRYN HEULOG
1 : 200



03 PROPOSED CONTEXT ELEVATION
1 : 200

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Project LAND AT PENTWYN DRIVE, CARDIFF

Project number N225

Client WILLIS CONSTRUCTION

Title PROPOSED CONTEXT ELEVATION

Drawing number A123

Scale 1 : 200 at A1

Revision D

Status PAC SUBMISSION

Drawn PC

Date 24.11.20

Revisions

A	Minor amendments	PC	07.12.20
B	Additional amendments following client review	PC	09.12.20



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Project LAND AT PENTWYN DRIVE, CARDIFF

Project number N225

Client WILLIS CONSTRUCTION

Title PERSPECTIVE VIEW 1

Drawing number A124

Scale at A3

Revision B

Status PAC SUBMISSION

Drawn PC

Date 24.11.20

Revisions

A	Minor amendments	PC	07.12.20
B	Additional amendments following client review	PC	09.12.20



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Project	LAND AT PENTWYN DRIVE, CARDIFF
Project number	N225
Client	WILLIS CONSTRUCTION
Title	PERSPECTIVE VIEW 2
Drawing number	A125
Scale	at A3
Revision	B
Status	PAC SUBMISSION
Drawn	PC
Date	24.11.20

Revisions

A	Minor amendments	PC	07.12.20
B	Additional amendments following client review	PC	09.12.20



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Project	LAND AT PENTWYN DRIVE, CARDIFF
Project number	N225
Client	WILLIS CONSTRUCTION
Title	PERSPECTIVE VIEW 3
Drawing number	A126
Scale	at A3
Revision	B
Status	PAC SUBMISSION
Drawn	PC
Date	24.11.20

Planting Schedule

Trees	Number	Common Name	Species	Birth	Height	Specification	Density
	1	Common Maple	Acer campestre	12-14cm	350-425cm	Heavy Standard: 5 brks: 3x: RB: Clear Stem 175-200cm	Counted
	3	Dowry Birch	Betula pubescens	12-14cm	350-425cm	Heavy Standard: 5 brks: C: Clear Stem 175-200cm	Counted
	4	Common Hawthorn	Crataegus monogyna	12-14cm	350-425cm	Heavy Standard: 5 brks: 3x: RB: Clear Stem 175-200cm	Counted
	2	Common Hawthorn	Crataegus monogyna	12-14cm	350-425cm	Heavy Standard: 5 brks: C: Clear Stem 175-200cm	Counted
	1	Sweet Gum 'Slender Silhouette'	Liquidambar styraciflua 'Slender Silhouette'			RB: Clear Stem 175-200: Standard	Counted
	2	Lebanese Wild Apple	Malus trilobata	10-12cm	300-350cm	Selected Standard: 4 brks: 2x: B: Clear Stem 175-200cm	Counted
	1	Goat Willow	Salix caprea	12-14cm	350-425cm	Heavy Standard: 5 brks: 3x: RB: Clear Stem 175-200cm	Counted
	Total :14						

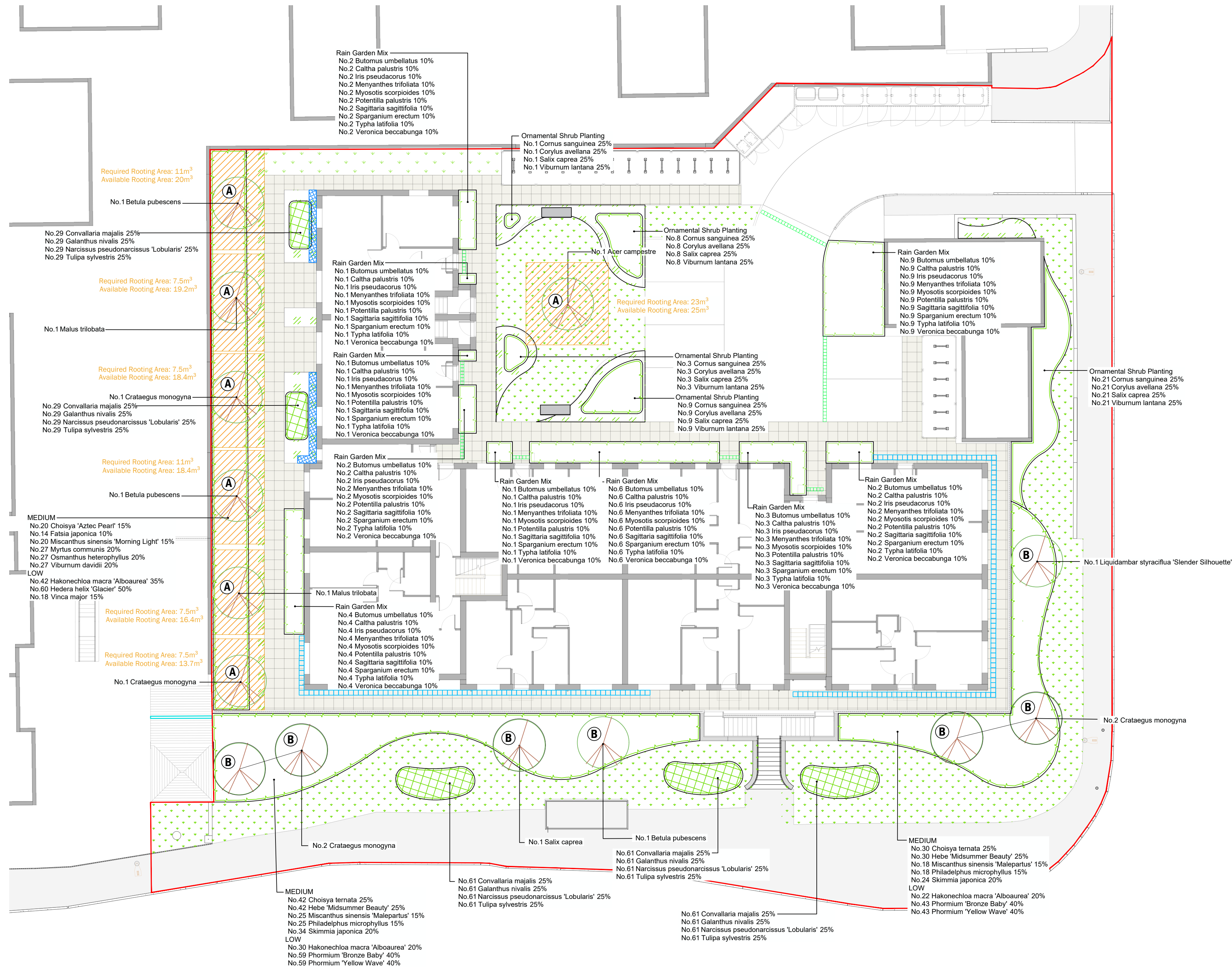
Shrubs	Number	Common Name	Species	Height	Pot Size	Specification	Density
	20	Mexican Orange Blossom 'Aztec Pearl'	Choisya 'Aztec Pearl'	3L	C: Bushy	3m ²	
	72	Mexican Orange Blossom	Choisya ternata	3L	C: Bushy	3m ²	
	42	Common Dogwood	Cornus sanguinea	40-60cm	3L	BR	4m ²
	42	Common Hazel	Corylus avellana	40-60cm	3L	C	4m ²
	14	Japanese aralia	Fatsia japonica	3L	C: Bushy	3m ²	
	72	Shrubby Veronica 'Midsummer Beauty'	Hebe 'Midsummer Beauty'	3L	C: Bushy	3m ²	
	27	Common Myrtle	Myrtus communis	3L	C: Bushy	3m ²	
	27	False Holly	Osmanthus heterophyllus	3L	C: Bushy	3m ²	
	43	Phladelphus microphyllus	Phladelphus microphyllus	3L	C: Bushy	3m ²	
	102		Phormium 'Bronze Baby'	3L	C: 7 leaves	4m ²	
	102	New Zealand Flax 'Yellow Wave'	Phormium 'Yellow Wave'	3L	C: 7 leaves	4m ²	
	42	Goat willow	Salix caprea	40-60cm	3L	BR	4m ²
	58	Skimmia	Skimmia japonica	3L	C: Bushy	3m ²	
	27	Viburnum	Viburnum davidii	3L	C: Bushy	3m ²	
	42	Wayfaring tree	Viburnum lantana	40-60cm	3L	BR	4m ²
	18	Big periwinkle	Vinca major	3L	C: Bushy	4m ²	
	Total :750						

Climbers	Number	Common Name	Species	Pot Size	Specification	Density
	50	Ivy 'Glacier'	Hedera helix 'Glacier'	3L	Several Shoots	4m ²
	Total :50					

Bulbs	Number	Common Name	Species	Bulb Size	Specification	Density
	241		Convallaria majalis	Grade 10+	30m ²	
	241	Common Snowdrop	Galanthus nivalis	Grade 10+	30m ²	
	241	Lent Lily 'Lobularis'	Narcissus pseudonarcissus 'Lobularis'	Grade 10+	30m ²	
	241		Tulipa sylvestris	Grade 10+	30m ²	
	Total :964					

Marginal / Aquatics	Number	Common Name	Species	Specification	Density
	31	Flowering Rush	Butomus umbellatus	Full Pot: C	4m ²
	31	Marsh Marigold	Caltha palustris	Plug: Established Root min. 2-3 Months: Sept to April planting: British Native-origin: C	4m ²
	31	Yellow Flag Iris	Iris pseudacorus	Plug: Established Root min. 2-3 Months: Sept to April planting: British Native-origin: C	4m ²
	31	Bogbean	Menyanthes trifoliata	Full Pot: C	4m ²
	31	Water Forget-me-not	Myosotis scorpioides	Plug: Established Root min. 2-3 Months: Sept to April planting: British Native-origin: C	4m ²
	31	Marsh Cinqfoil	Potentilla palustris	Plug: Established Root min. 2-3 Months: Sept to April planting: British Native-origin: C	4m ²
	31	Japanese Arrowhead	Sagittaria sagittifolia	Full Pot: Sept to April planting: British Native-origin: C	4m ²
	31	Branched Bur-reed	Sparganium erectum	Full Pot: Sept to April planting: British Native-origin: C	4m ²
	31	Bulrush	Typha latifolia	Plug: Established Root min. 2-3 Months: June to Sept planting: British Native-origin: C	4m ²
	31	Brooklime	Veronica beccabunga	Plug: Established Root min. 2-3 Months: Sept to April planting: British Native-origin: C	4m ²
	Total :310				

Grasses	Number	Common Name	Species	Specification	Density
	94	Golden Hakonechloa	Hakonechloa macra 'Albaurea'	Full Pot	4m ²
	43		Miscanthus sinensis 'Malepartus'	Full Pot	3m ²
	20		Miscanthus sinensis 'Morning Light'	Full Pot	3m ²
	Total :157				



- Site Boundary
- Proposed Specimen Trees
Planted in tree pits, fixed as follows: 300mm soil depth formed of 300mm topsoil over 600mm subsoil. Soil cells used where appropriate.
- Tree Pit Specification Type
- Proposed Hedgerow
600mm soil depth formed of 300mm topsoil over 300mm subsoil
- Proposed Amenity Grass
300mm soil depth formed of 150mm topsoil over 150mm subsoil
- Proposed Flowering Lawn Mixture
Product: ELS Flowering Lawn Mixture
Supplier: Emerald Seeds
Sowing rate: 4g/m²
300mm soil depth formed of 150mm topsoil over 150mm subsoil
- Proposed Bulb Planting
300mm soil depth formed of 150mm topsoil over 150mm subsoil
- Proposed Shrub Planting
600mm soil depth formed of 300mm topsoil over 300mm subsoil
- Proposed Bench
Based upon 4.5m depth
- Root Available Soil Volume
Hatched zones to use tree cell system
- ACO Channel (or similar approved)
See engineering layout for further info
- Channel Block
See engineering layout for further info
- Filter Drain
See engineering layout for further info

This drawing is to be read in conjunction with all other drawings and specifications within the package. These drawings have been prepared for design, development and costing purposes only. All dimensions in millimetres unless otherwise specified. Do not scale off this drawing, written dimensions to be taken only. All bore parts used are provided by the client and approved, except where otherwise expressly agreed in writing. EDP shall have no responsibility or liability for any loss direct or consequential. This drawing must not be copied in whole or part without prior written consent from EDP.

purpose of issue	PLANNING	06/05/2021	JH
f	Rain garden adjacent to Takeaway amended to provide walkway		
e	Amendments to tree, shrub species, layout and tree pit details	04-05-2021	JH
-	Original	15-12-2020	JH
rev	description	date	by

client
Willis Construction Ltd

project title
Former Morrisons Site, Pentwyn Drive

drawing title	Detailed Landscape Design		
date	06 APRIL 2021	drawn by	JH
drawing number	edp6705_d001f	checked	EB
scale	1:150 @ A1	QA	DL



Registered office: 01285 740427 - www.edp-uk.co.uk - info@edp-uk.co.uk

COMMITTEE DATE: 19/05/2021

APPLICATION No. **20/02078/MJR** APPLICATION DATE: 15/10/2020

ED: **PONTPRENNAU/ST MELLONS**

APP: TYPE: Outline Planning Permission

APPLICANT: PMG Development Ltd

LOCATION: LAND ADJACENT TO ST JULIANS HOUSE, BRIDGE ROAD, OLD ST MELLONS, CARDIFF

PROPOSAL: RESIDENTIAL DEVELOPMENT OF UP TO 160 UNITS WITH ASSOCIATED DEMOLITION, INFRA STRUCTURE, LANDSCAPING AND ACCESS

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

1. **RESERVED MATTERS/TIME PERIOD**

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

Reasons: A. In accordance with the provisions of Article (3)1 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012. B and C. In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

2. **APPROVED PLANS**

The development shall be carried out in accordance with the following approved plans and documents:

- Site Location Plan, drawing number: 19123(05) 100

- Masterplan, drawing number: 19123 (05) 101, Rev. C
- Framework Plan, drawing: 19123 (05) 102, Rev C
- Land Use Plan, drawing number: 19123 (05) 103, Rev C
- Movement Plan, drawing number: 19123 (05) 104, Rev C
- Scale and Massing, drawing number: 19123 (05) 106, Rev
- Character Areas, drawing number: 19123 (05) 107, Rev C
- Design and Access Statement, Revision B, prepared by Powell Dobson
- Pre-Application consultation Report, October 2020
- Environmental Statement: Non-Technical Summary, dated January 2021
- Environmental Statement including associated Figures and Appendices, January 2021
- Aborigiculture Baseline Note, EDP6119_r001a
- Archaeological Desk-based Assessment, August 2020

Reason: For the avoidance of doubt

3. **SCALE PARAMETERS**

The development shall be carried out in accordance with the following scale parameters:

Two Storey Dwelling:

- Height up to 10m
- Width up to 9 meters
- Depth up to 10 meters

Three Storey Dwelling:

- Height up to 14m
- Width up to 8 meters
- Depth up to 10 meters

Three Storey Apartments:

- Height up to 16 meters
- Width up to 16 meters
- Depth up to 12 meters.

Reason: For the avoidance of doubt

4. **DESIGN CODE**

No reserved matters application shall be approved until there has been submitted to and approved in writing by the Local Planning Authority a Design Code which shall cover all reserved matter sites. The reserved matters details submitted to and approved by the Local Planning Authority in compliance with Condition (1) shall accord with the approved code unless otherwise approved at reserved matters stage. The Design Code shall include the following matters:

- Built Form and Townscape diagram for the whole application site highlighting urban blocks, special nodes and areas or

building groups of general or distinct townscape character (including deliberate changes to building heights/lines and roof forms), key or distinct frontages, categories of natural landscape and open space, categories of street (aligned to the Council's Technical Standards 2018), the position of any large specimen trees, the position of key corners and vistas to landmark buildings, the position of distinct boundary treatments.

- Architectural , landscape and streetscape design ideas, principles, sections and guidelines for the treatment of the categories of feature listed in (a) above;
- Design guidance for this site to allow any design to conform to the above, but also align with other aspects of the Council's SPG Residential Design Guidance 2016, including the position and design of streetscape around frontage parking so it doesn't dominate the street scene; relevant ideas for the cycle parking of residents and visitors; sustainable drainage features; building styles, architectural principles and the character (colour and texture) of materials to be used in facing and roofing homes and ancillary buildings; the special treatment of boundaries visible from public spaces, and also those visible from within private areas; the treatment of utility boxes and refuse storage areas within both the streetscape and façade design of buildings; lighting and signage for public areas; tree planting types and principles; hard and soft landscape design treatments for and visible from relevant public areas; the accommodation of nesting and roosting opportunities for birds and bats within buildings (in accordance with advice given in the TCPA's 'Biodiversity Positive; Eco-towns Biodiversity Worksheet 2009' and in the Bat Conservation Trust 'Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build 2010'.)
- A mechanism for periodic review and refinement if necessary of the approved Design Code.

Details in relation to the reserved matters submitted to the Local Planning Authority for any Reserved Matters site in compliance with Condition 1 shall accord with the approved Design Code unless otherwise approved through Reserved Matters applications by the Local Planning Authority.

Reason: To ensure that design quality is secured between phases and the development is carried out in an integrated manner.

5. **TRAVEL PLAN**

No part of the development hereby permitted shall be occupied until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out proposals and targets to limit or reduce the number of single occupancy car journeys to and from the site, and to promote travel by sustainable modes. The Residential Travel Plan shall also set out proposals to implement and manage the Travel Plan for a minimum

period of 5 years from first residential occupation, through a designated Travel Plan Coordinator and shall also include details of a surveying, annual monitoring and reporting strategy. The Residential Travel Plan shall be implemented in accordance with the approved details from first beneficial occupation of the dwellings hereby permitted and in place for a minimum period of five years.

Reason: To encourage sustainable transport and effect modal shift to non-car modes in accordance with Policy T1.

6. **CYCLE PARKING**

Details in relation to the reserved matter LAYOUT submitted to the Local Planning Authority for any reserved matters site in compliance with condition 1 shall include details for the provision of secure cycle parking spaces. No building shall be occupied until the approved cycle parking serving it has been provided and the cycle parking shall be retained in perpetuity and shall not be used for any other purpose. For the avoidance of doubt, cycle parking will not be required to be provided for any dwellings with garages. Reason: To ensure that adequate provision is made for the secure parking of cycles.

7. **ENERGY STRATEGY**

No reserved matters application shall be approved by the Local Planning Authority, until an energy strategy for the whole outline permission site and a timetable for provision has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include an assessment of the financial and technical feasibility of incorporating a heat network, low carbon technologies, including energy supply systems, and the provision of Electric Vehicle charging points. The scheme shall be implemented as approved and the proposals shall be included in the reserved matters for the respective Reserved Matter site within which they are identified.

Reason: To promote sustainable development in accordance with Policy 16 of Future Wales.

8. **NOISE MITIGATION**

No reserved matters applications shall be approved until a scheme of noise mitigation has been submitted to and approved in writing by the Local Planning Authority. The scheme of noise mitigation shall provide that all habitable rooms exposed to external road traffic noise in excess of 50dBA Leq 16 hour (free field) during the day (07.00 to 23.00 hours) or 45dBA Leq 8 hour (free field) at night (23.00 to 07.00 hours) shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 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 if necessary.

No habitable room shall be occupied until the approved sound

insulation and ventilation measures, should they be required, have been installed in that room.

Gardens shall be designed to provide an area which is at least 50% of the garden area for sitting out where the maximum day time noise level does not exceed 50 dBA Leq 16 hour [free field]. A relaxation will be acceptable on a maximum of 5% of the total garden areas providing the external noise level does not exceed 54 dBA Leq.

Reason: In the interests of the amenities of future residents in accordance with Policy EN13 of the Local Development Plan.

9. **FOUL DRAINAGE**

Only foul water from the development site shall be allowed to discharge to the public sewerage system and this discharge shall be made at:

- The 375mm foul sewer at manhole reference number ST21815602 as indicated on the extract of the Sewerage Network Plan attached to this decision notice.

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.

10. **POTABLE WATER SCHEME**

No development shall take place until a potable water scheme to serve the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the existing water supply network can suitably accommodate the proposed development site. If necessary a scheme to reinforce the existing public water supply network in order to accommodate the site shall be delivered prior to the occupation of any building. Thereafter, the agreed scheme shall be constructed in full and remain in perpetuity.

Reason: To ensure the site is served by a suitable potable water supply.

11. **SENSITIVE LIGHTING SCHEME**

Prior to the installation of external lighting, full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. The Lighting Plan should include:

- Details of the type of external lighting to be used
- Proposed siting of lighting,
- Light modelling to show light spill from proposed lighting, to demonstrate that suitable dark corridors will be maintained for commuting and foraging species, such as bats and dormice, particularly on the northern and western site boundaries.

Reason: A lighting plan should be submitted to ensure lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of bats and dormice.

12. **LANDSCAPE ECOLOGICAL MANAGEMENT PLAN (LEMP)**

No development shall commence until a Landscape Ecological Management Plan (LEMP) for the provision, management and maintenance of the landscape and ecological features at the site has been submitted to and approved by the Local Planning Authority. The LEMP should be supported by appropriate drawings and should include:

- Details of existing habitats present to be retained
- Details of the extent distribution and type of new habitat creation on the site, including species mix, density of new planting and minimum size of specimens
- Details of the desired conditions of habitats (present and to be created) at the site
- Details of scheduling and timings of activities
- Details of short and long-term management, monitoring and maintenance of new and existing habitats at the site to deliver and maintain the desired condition
- Details of monitoring of landscape and ecological features
- Details of remedial measures should any landscape or ecological features fail to establish, be removed or become seriously damaged or diseased within 5 years of completion of development
- Details of management and maintenance responsibilities, including details of how the plan will be financed and secured in the long term
- Details of timescales, length of plan, the method to review and update plans (informed by monitoring) at specific intervals

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

Reason: A LEMP should be submitted to ensure necessary landscape and environmental management measures are agreed prior to commencement and implemented to ensure the site's landscape and environmental features are adequately managed long term.

13. **CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN**

No development, including site clearance, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- Construction methods: details of materials, how waste generated will be managed;
- General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage; containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or

- surface drain;
- Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance and mitigation measures.
- CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures;
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan: how surface water will be managed to ensure no contamination.
- Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations
- The parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials;
- Wheel washing facilities;
- Measures to control and mitigate the emission of dust, smoke, other airborne pollutants and dirt during construction;
- A scheme for recycling/disposing of waste resulting from demolition and construction works.
- Hours of construction; noting there shall be no burning of waste or any other materials on site.
- Lighting; including the use of security lighting on site outside normal construction hours
- Management control and mitigation of noise and vibration; including the use of generators on site outside normal construction hours
- Odour management and mitigation; and
- A system for the management of complaints from local residents which will incorporate a reporting system.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction and to protect the amenity of future occupiers in accordance with policy EN13 of the Cardiff Local Development Plan.

14. **ECOLOGICAL SURVEYS**

If site clearance in respect of the development hereby approved does not commence within 18 months from the date of the most recent survey for bats and reptiles, 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.

15. **GROUND GAS PROTECTION**

Prior to the commencement of any development works a scheme to investigate and monitor the site for the presence of gases* being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval.

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 then 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 BS 8485:2015+A1:2019 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.*

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

16. **CONTAMINATED LAND MEASURES - ASSESSMENT**

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

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

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

17. CONTAMINATED LAND MEASURES - REMEDIATION & VERIFICATION PLAN

Prior to the commencement of the development, excluding demolition works, 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 policy EN13 of the Cardiff Local Development Plan.

18. CONTAMINATED LAND MEASURES - REMEDIATION & VERIFICATION

The remediation scheme approved by condition 17 (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 accordance with policy EN13 of the Cardiff Local Development Plan.

19. **CONTAMINATED LAND MEASURES - UNFORESEEN CONTAMINATION**

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.

20. **IMPORTED SOIL**

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.

21. IMPORTED AGGREGATES

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.

22. USE OF SITE WON MATERIALS

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.

23. INTERNET INFRASTRUCTURE

Details in relation to the reserved matter LAYOUT submitted to the Local Planning Authority for any reserved matters site in compliance with condition 1 shall include details of gigabit capable internet infrastructure including location, depth of cables. The development shall be implemented in accordance with the application details and shall be thereafter maintained and retained.

Reason: To ensure that the use of the proposed development accords with Policy 13 of Future Wales.

24. LANDSCAPIG DETAILS

Details in relation to the reserved matters relating to landscaping in compliance with Condition 1 shall include:

- i) Hard landscape works - Proposed finished levels or contours; means of enclosure and retaining structures; car parking layouts; other vehicle, cycle and pedestrian access and circulation areas; hard surfacing materials; external lighting; public open space, play areas and play equipment; minor artefacts and structures (e.g. furniture, refuse or other storage

units, signs, etc.); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, fuel pipelines).

ii) A detailed landscape design should be drawn up at the earliest opportunity, as informed by the submitted Soil Resource Survey and comprising the following elements:

- A soft landscaping implementation programme.
- Scaled planting plans prepared by a qualified landscape architect.
- Evidence to demonstrate that existing and proposed services, lighting, CCTV, drainage and visibility splays will not conflict with proposed planting.
- Schedules of plant species, sizes, numbers and densities prepared by a qualified landscape architect.
- Scaled tree pit sectional and plan drawings prepared by a qualified landscape architect that show the Root Available Soil Volume (RASV) for each tree
- Topsoil and subsoil specification for all planting types, including full details of soil assessment in accordance with the Cardiff Council Soils and Development Technical Guidance Note, soil protection, soil stripping, soil storage, soil handling, soil amelioration, soil remediation and soil 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 not only meets British Standards, but is suitable for the specific landscape type(s) proposed. The specification shall be supported by a methodology for storage, handling, amelioration and placement.
- Planting methodology and post-planting aftercare methodology prepared by a qualified landscape architect, including full details of how the landscape architect will oversee landscaping implementation and report to the LPA to confirm compliance with the approved plans and specifications.

The submitted details shall be consistent with other plans submitted in support of the application and the landscaping shall be carried out in 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.

25. **LANDSCAPE IMPLEMENTATION**

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 9, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the amenity and environmental value of the area.

26. TREE PROTECTION

Prior to the commencement of each phase of the development or part thereof (including the associated delivery of the spine road, associated spurs and drainage infrastructure) a tree assessment in accordance with BS 5837:2012 for that phase or part thereof shall be submitted to and approved in writing by the Local Planning Authority. The tree assessment shall include:

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

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

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

RECOMMENDATION 2: New developments where the area covered by construction work exceeds 100 square metres also require approval from the SuDS Approval Body (SAB) before construction can commence. Adoption and management arrangements, including a funding mechanism for maintenance of SuDS infrastructure and all drainage elements are to be agreed by the SAB as part of this approval. This will ensure that SuDS infrastructure is properly maintained and functions effectively for its design life. The developer is reminded to obtain all necessary approvals ahead of the commencement of development.

RECOMMENDATION 3: The applicant is advised that section 3.25 of Planning Policy Wales states that the land use planning system should take account of the conditions which are essential to the Welsh language and in so

doing contribute to its use and the Thriving Welsh Language well-being goal. In this context and with regard to the Welsh Language (Wales) Measure 2011, it is recommended that: (1) developments adopt a Welsh name that is consistent with the local heritage and history of the area, (2) during the construction phase, on site marketing information (i.e. text on construction hoardings / flags / banners – as consented) be provided bilingually and (3) for commercial developments, shopfront / premises signage be provided in Welsh or bilingually. Where bilingual signage is provided, Welsh text must not be treated less favourably in terms of size, colour, font, prominence, position or location (it is recognised that Welsh translation does not extend to company / business names). Cardiff Council's Bilingual Cardiff team (BilingualCardiff@cardiff.gov.uk) can provide advice on unique and locally appropriate Welsh names for developments, bilingual marketing / branding and bilingual signage.

RECOMMENDATION 4: The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. 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 on 0800 085 3968 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.

RECOMMENDATION 5: DCWW advised that the proposed development is in an area where there are water supply problems for which there are no improvements planned within our current Capital Investment Programme AMP7 (years 2020 to 2025). In order to establish what would be required to serve the site with an adequate water supply, it will be necessary for the developer to fund the undertaking of a hydraulic modelling assessment on the water supply network. For the developer to obtain a quotation for the hydraulic modelling assessment, we will require a fee of £250 + VAT.

RECOMMENDATION 6: The developer is advised to contact Cardiff Council Asset Management (AssetManagement@Cardiff.gov.uk) for the necessary Highway licenses for any works to upgrade or amend the existing access which would directly abut the adopted highway.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 This application seeks outline permission for residential development of up to 160no. dwellings with associated works with all matters reserved, except for access, for future consideration. The scale parameters of the proposed dwellings and apartments are as follows:

Two Storey Dwelling:

- Height up to 10m
- Width up to 9 meters
- Depth up to 10 meters

Three Storey Dwelling:

- Height up to 14m
- Width up to 8 meters
- Depth up to 10 meters

Three Storey Apartments:

- Height up to 16 meters
- Width up to 16 meters
- Depth up to 12 meters.

- 1.2 For the avoidance of doubt, detailed considerations in relation to layout, scale, appearance and landscaping are not being considered in relation to this application.
- 1.3 The proposed vehicular and pedestrian access points, which are to be agreed under this application, include 2no. vehicular access points; one via the south-eastern boundary and the other along the eastern boundary. Both access points are via the wider Strategic Site G which is currently under construction by Persimmon Homes. Two pedestrian and cycle points are proposed including one located centrally along the northern boundary and the other in the north western corner which would link with the Persimmon Phase 6 development, nearby bus stops and Bridge Road to the west.
- 1.4 The illustrative masterplan demonstrates that 160no. dwellings can be accommodated on site together with the necessary supporting infrastructure including acceptably sized plots, private amenity areas, designed road network, drainage features, and the protection and enhancement of green infrastructure.
- 1.5 The proposed development will be required to provide Sustainable Urban Drainage (SuDs) and gain consent from the Sustainable Drainage Approval Body (hereafter referred to as SAB). The indicative proposals indicate 2no. attenuation basins located in the lowest parts of the site in the north east corner and along the western boundary. These proposals are indicative only and will subject to a SAB application separate to the planning process. The proposals do, however, indicate that the site is capable of providing a SuDs scheme along with the quantum of development proposed.

- 1.6 The proposed development seeks to retain the majority of hedgerows on its periphery. Small sections of hedgerows, amounting to approximately 282m², will be removed to enable access to be facilitated. To compensate for lost hedgerows replacement planting at a ratio of 1:3 is proposed. The retained hedgerows will be protected with a buffer area to prevent conflicts with the new development.
- 1.7 The Design and Access Statement details the design principles that will inform the final layout and appearance. These principles can be generalised into two character areas; the main spine street and the mews lanes. The main spine street will be formal in character and landscaping along its length on both sides. The mews lane will be an informal and community environment.

EIA Development

- 1.8 The proposed development was deemed to require an Environmental Impact Assessment following a Scoping Opinion undertaken by Cardiff Council Local Planning Authority (hereafter referred to as LPA) in 2020.
- 1.9 The supporting Environmental Statement (ES) covers the following topics: Introduction, site and surroundings, Description of Scheme, Planning Policy Context, Need and Alternatives, Socio-Economic and Community Effects, Transportation, Ecology, Landscape and Visual Impact, Ground conditions, Drainage, Heritage, Noise, Agricultural Land Classification, Summary and Conclusions. The ES was considered to meet the requirements set out in the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations (as amended).

2. DESCRIPTION OF SITE

- 2.1 The application site is an undeveloped parcel of land, measuring approximately 4.69 Ha, and is located centrally to the Strategic Site G, as allocated in the Local Development Plan (hereafter the LDP). Strategic Site G is a large housing allocation located to the north east of Cardiff in the area of Old St Mellon's close to Junction 30 of the M4. It is approximately 9km from Cardiff City.
- 2.2 As a result of the site's location within the Strategic Site G allocation, and being part of the planned expansion of Cardiff through the current LDP, the surrounding area to the application site is experiencing significant change from agricultural land to a new suburb of Cardiff. As such the wider surroundings are a mix of newly developed dwellings or constructions sites for residential schemes being built out by Persimmon Homes.
- 2.3 In terms of immediate surroundings to the application site, it is bounded to the north by St. Julian's Lane – a narrow private lane and Public Right of Way which provides access to six properties to the east of the site. Immediately to the north of the lane the site is currently being prepared for development of Phase 6 of the residential development by Persimmon.
- 2.4 To the east is a newly constructed road which is intended as a loop road

around the Persimmon development with further new housing beyond (Phase 2 and phase 6 of the Persimmon development). To the South the boundary is backed onto by a series of new residential properties along Mortimer Ave some of which are set at a considerably lower level than the application site (Persimmon Phase 3). To the West is Bridge Road – a public highway with new and established residential properties on both sides.

- 2.5 Beyond the North West corner of the site are the residential properties of St Julian's House (which is within the applicant's control but outside the application site), St Julian's Cottage and St Julian's Forge. St Julian's House will be retained with some changes.
- 2.6 The site itself slopes from west to east, is grassed and currently used for the grazing of horses, sheep and goats. There a series of out buildings in the North West corner close to the retained dwelling, these are proposed to be demolished.
- 2.7 The site is surrounded by hedgerow and trees of varying quality and with some scattered scrub and scattered bracken along the northern boundary. The hedgerow and trees will largely be retained as part of the proposed development other than in locations where access is proposed.
- 2.8 The site is not within an area identified as being of risk to flooding, and has no statutory or local designations.

3. **SITE HISTORY**

- 3.1 No relevant site history in relation to application site. Adjacent permissions granted on Strategic Site G are as follows:
 - 10/01681/DCO -OUTLINE PLANNING APPLICATION FOR THE CONSTRUCTION OF UP TO 150 DWELLINGS THE LAYING OUT OF OPEN SPACE NEW MEANS OF VEHICULAR ACCESS AND ASSOCIATED INFRASTRUCTURE
 - 13/00578/DCO - NEW COMMUNITY COMPRISING TO 1020 NEW HOMES, VILLAGE CENTRE (COMPRISING RETAIL, EMPLOYMENT AND COMMUNITY USES), PLAY AREAS AND ALLOTMENTS; 2 FORM ENTRY PRIMARY SCHOOL, RIVERSIDE PARK INCLUDING EXTENSION AND IMPROVEMENTS TO RHYMNEY TRAIL. ALL WITH ASSOCIATED LANDSCAPING, LAND RE-PROFILING, ACCESS (VEHICULAR, CYCLE AND PEDESTRIAN) AND HIGHWAY WORKS
- 3.2 The above consents have been subject to a number of Reserved Matters applications.

4. **POLICY FRAMEWORK**

National Policy

Future Wales – the National Plan 2040

- 4.1 Future Wales – the National Plan 2040 is our national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.
- 4.2 Future Wales confirms that the planning system in Wales is a plan led system. Future Wales will contribute the national tier of the development plan, Strategic Development Plans cover regional and sub-regional scales and Local Development Plans consider issues at a local scale.
- 4.3 The relevant policies of Future Wales are listed below:
- Policy 1 – Where Wales will grow
 - Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking
 - Policy 7- Delivering Affordable Homes
 - Policy 9 – Resilient Ecological Networks and Green Infrastructure
 - Policy 13 – Supporting Digital Communications
 - Policy 16 – Heat Networks
 - Policy 33 – National Growth Area – Cardiff, Newport and the Valleys

Planning Policy Wales (PPW11) (Edition 11, December 2018)

- 4.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty.
- 4.5 PPW11 sets out the following national sustainable placemaking outcomes which should inform development:
- Creating and Sustaining Communities
 - Making Best Use of Resources
 - Growing Our Economy in a Sustainable Manner
 - Maximising Environmental Protection and Limiting Environmental Impact
 - Facilitating Accessible and Healthy Environments
- 4.6 Chapter 4 of PPW11 contains the Sustainable Transport Hierarchy which should be considered in relation to new development.
- 4.7 Chapter 6 of PPW11 relates to distinctive and natural places and requires development conserve and enhance the historic environment.

4.8 The following **Technical Advice Notes (TANs)** are relevant:

- TAN 11: Noise
- TAN 12: Design
- TAN15: Development and Flood Risk
- TAN 18: Transport

Local Policy

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

4.9 Key Policies:

- KP1: LEVEL OF GROWTH
- KP2: STRATEGIC SITES
- KP2(G): EAST OF PONTPRENNAU LINK ROAD
- KP4: MASTERPLANNING APPROACH
- KP5: GOOD QUALITY AND SUSTAINABLE DESIGN
- KP6: NEW INFRASTRUCTURE
- KP7: PLANNING OBLIGATIONS
- KP8: SUSTAINABLE TRANSPORT
- KP12: WASTE
- KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS
- KP14: HEALTHY LIVING
- KP15: CLIMATE CHANGE
- KP16: GREEN INFRASTRUCTURE
- KP18: NATURAL RESOURCES

4.10 Detailed Policies:

- H3: AFFORDABLE HOUSING
- EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY
- EN8: TREES, WOODLANDS AND HEDGEROWS
- EN10: WATER SENSITIVE DESIGN
- EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION
- EN14: FLOOD RISK
- T1: WALKING AND CYCLING
- T5: MANAGING TRANSPORT IMPACTS
- T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES
- C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT
- C6: HEALTH
- W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

Supplementary Planning Guidance (SPG):

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

- Waste Collection and Storage Facilities' (approved October 2016)
- Planning Obligations' (approved January 2017)

- Residential Design Guide' (approved January 2017)
- Managing Transportation Impacts (approved July 2018)
- Infill Sites (November 2017)

5. **INTERNAL CONSULTEE RESPONSES**

5.1 The following internal consultees were consulted and their responses are summarised below.

Ecology Officer

5.2 The ecology officer made the following comments in relation to Dormice, Bat, Reptiles, shelf life of surveys and mitigation measures when the application was first submitted.

Dormice

5.3 The ecology officer supports the assumption to assume that Dormice are present on site based upon previous surveys and existing records in the area.

5.4 The level of mature habitat suitable (approximately 15% of the mature hedgerow on site) for Dormice is to be removed in order to accommodate the development is considered too much. Narrow habitat corridors such as hedgerows retained within development are likely to be much more vulnerable to 'edge effects' and therefore are much less likely to succeed in providing functional and robust Dormouse habitat. In the Ecology Officer's view, such losses are not needed. The compensation of these losses with ornamental trees and bushes set within development cannot provide compensation for loss of mature native habitat.

5.5 The Ecology officer advised that whilst some loss to allow access to the site is inevitable, the rest should be retained with an adequate buffer zone or ecotone. The buffer would need to be 5m measured from the nominal centre point of the hedgerow, or from the largest tree closest the edge of the hedge. Also, the current hedgerow bounding the site should be retained, bolstered with additional planting. The nature, location and extent of any compensatory planting should be set out clearly so that it can be demonstrated that there is not only compensation for habitat lost, but also compensation of indirect impacts upon habitat quality and also an enhancement in dormouse habitat quality and quantity.

5.6 The Ecology Officer welcomes that a Dormouse Mitigation Strategy (DMS) has been submitted in support of this application. Section 2.5 therein describes hedge H1 as predominantly defunct, particularly at its western extent, but Google Maps and Street View show a large, mature hedge with a small number of narrow gaps. Whilst the infilling of these gaps would be welcomed, the hedgerow does not appear to be 'defunct', at least not from the point of view of providing dormouse habitat. This should be taken into consideration when calculating compensatory planting as above.

Bats

- 5.7 The Ecology Officer notes that building B1 supports a roost of Common Pipistrelle bats. The conservatory joining B1 is to be removed but on basis the main body of the building B1 is unaffected, the ecology officer has no further comment at this stage. At reserved matters stage, however, assurance will be required that the roost access point at the south of B1 is not affected either by physical development or by light spillage associated with the proposed new development. To impede access to a roost either directly or indirectly is likely to require an EPS licence.

Reptiles

- 5.8 The Ecology Officer notes that even though no reptiles were detected some precautionary mitigation measures are required, given the survey for reptiles was taking in sub-optimal conditions.

Survey Shelf-life

- 5.9 Survey work which is more than 18 months old will be regarded with caution, as certain species may colonise or leave an area in the interim period. The Ecology Officer requests a planning condition should be attached stating that surveys should be repeated if works haven't taken place within 18 months of the date of the most recent survey.

Securing Mitigation Measures

- 5.10 The Ecology Officer advises that mitigation measures need to be secured and would typically request a Green Infrastructure Mitigation (or management) Strategy. In this instance, the Ecology Officer is agreeable to a condition for a 'LEMP' as proposed in the ES and requested by NRW.
- 5.11 Following submission of revised information, which addressed the issues raised, the Ecology Officer raised no further comments.
- 5.12 The Ecology Officer has no objection subject to conditions being imposed as requested by NRW and in relation to updated surveys.

Transportation Manager

- 5.13 The Transportation Manager has confirmed the traffic generation figures are acceptable. They requested that a travel plan and cycle parking provision is conditioned to ensure sustainable modes of transport are encouraged and facilitated by the developer. The Transportation Manager also requested measures to be included in the Section 106 to secure an annual bus ticket per household to encourage public transport use.
- 5.14 The Transportation Manager also raised comments in relation to the requirement of swept path analysis for refuse vehicles and the details of shared surfaces. This application is in outline only and, therefore, detailed information will be secured at the Reserved Matters stage and are not required at this stage.
- 5.15 The Transportation Manager has advised that there is works required to the Rhymney Trail to resurface and provide localised widening. They have

requested £60,687 towards these works.

Public Rights of Way Officer

- 5.16 The Public Rights of Way Officer (PROW) confirmed that the adjacent Public Footpath, Llanedeyrn No.18 will be unaffected by this proposed development as the red line plan does not include the path/access track. The PROW Officer supports the links from the proposed development to connect to the Public Footpath as a low traffic route for walking and potentially cycling. The PROW Officer also undertook a site visit and concluded the existing path was in good condition and, therefore, no works are required to the footpath as a result of this development.

Tree Officer

- 5.17 The Tree Officer has raised no objection to the application and supported the illustrative provision made for tree planting and requested that the landscaping scheme formed an integral aspect of the detailed design and should be fully detailed within any future layout to ensure it is not an afterthought.
- 5.18 The Tree Officer raised concerns in relation to the impact of the proposals on T21, a category B holly tree, and requested that the detailed proposals ensure the protection of T21 are secured via condition. The Tree Officer requested conditions relating to soft landscaping, soil resource survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan.

Shared Regulatory Service – Noise

- 5.19 SRS raised concern with the proposed internal noise levels being suggested by the applicant and that they were too high. The applicant suggested the following noise internal levels:
- 40 dBA Leq 16 hour during the day; and
 - 35 dBA Leq 8 hour at night
- 5.20 SRS, however, advised their required internal noise levels are:
- 35 dBA Leq 16 hour during the day; and
 - 30 dBA Leq 8 hour at night.
- 5.21 SRS also advised that noise levels in at least 50% of the gardens should not exceed 50 dBA Leq 16 hours (free field) during the day.
- 5.22 The applicant amended the proposed noise mitigation strategy to address the required internal noise levels required by SRS. The applicant has also confirmed the majority of the site is capable of meeting the external noise levels required, however, a small portion of the site in the north western corner that cannot meet the external noise requirements and will likely experience increased noise levels between 51 dBA and 54 dBA.
- 5.23 SRS have not objected but maintain their concerns in relation to the increase external noise levels. They have also requested conditions in relation to securing sufficient noise levels, construction working hours and bonfires

during construction.

Conservation Officer

- 5.24 The Conservation Officer does not object and concurs with the findings with Chapter 13 of the ES that the development will have a low indirect impact on the setting of the listed buildings of St. Julian's Farmhouse and Bridge Farmhouse. The Conservation Officers considered that the in the context of the strategic site allocation and master planning principles established through Policy KP2 (G) and the development parameters proposed, the impact and mitigations are considered acceptable.

Contaminated Land

- 5.25 No objection, subject to conditions.

Waste Management

- 5.26 No objection, but information provided regarding waste management requirements. The Waste Management also requires the applicant to enter into a Section 106 to secure the purchase of bins to serve the new development.

Parks Department

- 5.27 No objection, subject to a contribution of requested £128,932.78 towards open space.

Neighbourhood Regeneration

- 5.28 No objection, subject to a contribution of £206,620.67 towards community facility in the local area.

School Services

- 5.29 No objection, subject to a contribution of towards the following education provisions:
- English-medium primary school places
 - English-medium nursery class places
 - English-medium secondary school and sixth form places
 - Welsh-medium secondary school and sixth form places
 - SEN (of primary, secondary and sixth form age)
 - Proportionate contributions will be required towards the costs of land for the expansion of secondary school places, calculated in accordance with Building Bulletin 99.

Affordable Housing

- 5.30 No objection, subject to 30% affordable housing on-site, and to ensure that we create a mixed and balanced community we would seek the affordable housing to be clustered across the whole development site rather than in one isolated area. The location of the units will be agreed at Reserved Matters stage.
- 5.31 We will require a mix of unit types/sizes across the application site, and for these unit types/sizes to be largely representative of the development as a whole and comply with the split in the table below, unless otherwise agreed by

the Council.

5.32 We would seek a tenure split of:

- 25% to be delivered as on-site affordable (social/ intermediate) rented
- 5% to be delivered as on-site affordable (Low Cost Home Ownership) (LCHO) units to be made available to applicable purchasers at 65% OMV; in the form of 2 & 3 bedroom houses. We do not accept walk-up flats for LCHO. The unit type and percentage should be as follows:
 - 1 bed flat (minimum 46 m2) - 6%
 - 2 bed flat (minimum 59m2) - 12%
 - 2 bed house (83m2) - 42%
 - 3 bed house (94m2) - 35%
 - 4 bed house (114m2) - 5%

Air Quality

5.33 No response received.

6. EXTERNAL CONSULTEE RESPONSES

6.1 The following external consultees were consulted and their responses are summarised below.

Natural Resources Wales

6.2 NRW initially raised concerns with the proposed application on that basis that the width of the proposed buffers to the retained hedgerows were too narrow and less than the width of the existing hedgerow. NRW considered that due to the built residential environment of these hedgerow corridors, linear and thin by nature, will be vulnerable to edge effects that will impair their value as functional dormouse habitat. They considered their value will be further impacted by the fragmentation of the hedgerows by the proposed access roads and the lack of wider connectivity offsite to the east, north and south due to the surrounding St Edeyrn's Village development, particularly the associated spine road. NRW advised that additional dormouse habitat be provided on the western boundary of the site, to offset the impacts of the development. NRW suggested that a wide and robust block of habitat was required.

6.3 The applicant made amendments to the scheme based on NRW's comments and NRW provided a second response and confirmed that their requirement for further information in respect of Dormice is satisfactorily addressed by the revised drawings - Masterplan, Rev B and the Framework drawing, Rev B. They requested there plans be included within the condition identifying approved plans and documents on the decision notice,

Glamorgan Gwent Archaeological Trust

6.4 No objection, and no conditions required.

Cadw

6.5 No objection.

Caerphilly County Borough Council

6.6 Caerphilly County Borough council originally raised concerns advising that the information submitted was insufficient and did not consider the potential impacts of the proposed development to all of the designated heritage assets within its immediate 1km and 2 km study areas within Caerphilly County Borough.

6.7 Following the submission of revised information, CCBC were re-consulted but did not provide additional comments

Welsh Government Planning Department

6.8 No response received.

Welsh Government Agricultural Land

6.9 No objection.

Welsh Government Transport Division

6.10 No objection.

Dwr Cymru Welsh Water

6.11 No objection.

Welsh Historic Gardens Trust

6.12 The Welsh Historic Gardens Trust (WHGT) raised concerns that, despite the site being within an LDP Strategic Site, the development would encroach on the borders of Cardiff and, therefore, on historic landscapes beyond. Whilst the setting for some of the built heritage assets nearby (13 are identified in total) is already heavily compromised and impacted, there are a number of very interesting archaeological features that need very careful protection and enhancement. The WHGT consider that sensitive design and screening is crucial for this proposal to protect the historic landscape particularly Grade II Registered Park of Cefn Mably and the Grade II Registered Park around Ruperra Castle. WHGT requests that any mitigation is assiduously carried out to limit the impact of this and other nearby development.

7. REPRESENTATIONS

Local Member

7.1 No formal written representations received.

Old St. Mellons Community Council

7.2 The Community Council provided two responses to the application. They initially requested confirmation that the existing hedgerows on site would be retained. Their second response requested assurance that the residents of the St Edeyrn's Development in Old St Mellons would not be at a detriment as a result of the increase usage of the road network as a result of the development, which is currently maintained through a Management Company which is funded by existing residents.

Local Residents

7.3 19no. have commented on the application raising objections relating the following:

- The upkeep of unadopted roads leading to the site are funded by existing St. Edeyrn's residents and the proposed development will result in increased costs for existing residents;
- Planning permission which relies on a private access road should not be granted;
- Cardiff City Council and the planning process are failing the general public in its democratic duty with respect to management fees and non-adopted areas;
- Concerns regarding Cardiff City Council not adopting roads and the lack of transparency on this matter;
- Request for Council to compensate St. Edeyrn's to cover costs of increase usages of road as a result of the proposed development;
- Concerns regarding impact of increased traffic;
- The existing roads in St. Edeyrn's Village are too narrow;
- Concerns regarding increased pressure on parking;
- There is no justification for granting planning permission until the existing development of the St. Edyern's Village deliver on their Section 106 obligations or in compliance with their planning conditions.
- The application cannot be considered reliably due to the impacts of the COVID pandemic. Only following the impacts of COVID can a valid consultation take place.
- The potential adverse impact of construction traffic on the access lane to the north of the application site;
- Confirmation regarding retention of existing ancient Hedgerows required;
- Concerns regarding the impact of the development on birds that use the hedgerows on site;
- Concerns regarding the dust and pollution during the construction phase;
- Loss green field which residents enjoy as an open space;
- Increased pressure on community infrastructure (i.e. schools, etc.); and
- St. Edeyrn's Village cannot take any more housing.

8. ANALYSIS

Principle of Development

8.1 The Cardiff Council adopted LDP has allocated 8no. strategic sites across the City authority. The application site falls within the boundary of Strategic Site G (East of Pontprennau Link Road) as defined by the adopted LDP proposals map. Policy KP2 allocates Strategic Site G for a housing based scheme for a minimum of 1,300 homes with associated community facilities, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner.

8.2 The majority of Strategic Site G has been consented under outline application

(13/00578/DCO) which proposed a new community comprising 1020 new homes, village centre (comprising retail, employment and community uses), play areas and allotments; 2 form entry primary school, Riverside Park including extension and improvements to the Rhymney Trail. All with associated landscaping, land re-profiling, access (vehicular, cycle and pedestrian) and highway works. There have been a total of 7no. reserved matters for residential development and a primary school.

- 8.3 There was an earlier outline application (10/01681/DCO) for the construction of up to 150 dwellings, the laying out of open space, new means of vehicular access and associated infrastructure on the southern portion of Strategic Site G which was allowed at appeal in 2014. There has been one reserved matters application pursuant to the outline consent for 16/0135/MJR for 150no. dwellings.
- 8.4 The application site is final major parcel to come forward in relation to Strategic Site G and its development for residential development is acceptable in principle, in accordance with Policy KP2 (G), providing it complies with the requirements of that policy and in respect of all other material planning considerations.
- 8.5 Policy KP2 (G) allocates land ***to the East of Pontprennau Link Road for a housing-based scheme of a minimum of 1,300 homes with associated community uses, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner.*** It is a master planning policy and sets out the policy requirements in relation to the overall strategic site which relates, amongst other things, that the development of the whole site be undertaken in a comprehensive manner and accord with key master planning requirements contained within Policy KP2 (G). The requirements of Policy KP2 (G) will be addressed throughout this report where relevant.
- 8.6 The principle of development of the site for residential purposes is established subject to compliance with Policy KP2 (G) and all other material planning consideration.
- 8.7 The material planning consideration are as follows:
- Agricultural Land Classification;
 - Planning Obligations;
 - Good Design and Placemaking;
 - Impact on Highway;
 - Impact on Biodiversity;
 - Noise Impact;
 - Impact on Residential Amenity (Above ground);
 - Impact on Archaeological Resource
 - Landscape and Visual Impact;
 - Impact on Heritage Assets;
 - Impact on Archaeological Resource;
 - Ground Conditions;

- Drainage Considerations; and
- Waste Management.

8.8 The material planning considerations will be addressed and then third party representations, before concluding the report.

Agricultural Land Classification

8.9 PPW11 requires agricultural land of grades 1, 2 and 3a, which is the best and most versatile land, to be conserved as a finite resource for the future unless there is an overriding need for development.

8.10 The application is supported by an Agricultural Land Classification Report Survey which confirms that the majority of the land within the site, approximately 90% is grade 3a agricultural quality, with the remainder being of subgrade 3b quality.

8.11 Welsh Government has assessed the application and confirms that since the site form part of a wider Strategic Site allocation an ALC survey is not required and the loss of the agricultural land has been considered for the site in the preparation of the LDP. The loss of the agricultural land has already been deemed to be acceptable through the LDP process and they raised no objection to the application.

8.12 The development of the site, by virtue of its allocation under Policy KP2 of the LDP, is acceptable and in accordance with PPW11.

Planning Obligations

8.13 The Council's position reflects careful consideration of the planning policy context as set out in the LDP, particularly Policy KP6, together with consideration of the relevant guidance contained within Supplementary Planning Guidance (SPG), where necessary. The S106 Heads of Terms as set out below represents the most appropriate apportionment of planning obligations having regard to the policy/guidance context as well as development viability.

8.14 All of the following contributions have been assessed against Section 122 of the Community Infrastructure Regulations which states that a planning obligation may only be sought if it is:

- necessary to make the development acceptable in planning terms*
- directly related to the development; and*
- fairly and reasonably related in scale and kind to the development.*

8.15 The following planning obligations have been considered against the legal requirements and are deemed to be necessary, direct related and reasonable in relation to the proposed development.

Education

8.16 The Education Department have requested contributions towards the following with an estimated value based on an indicative mix of a development of 160no. dwellings. The Section 106 will include a formula and the final costs will be confirmed at Reserved Matters stage when the amount and tenure of the proposed development is confirmed. The figures below

could, therefore, increase or decrease based on the final mix and tenure.

- Contribution towards provision of English-medium primary school places £268,926 (plus inflation at RPI)
- Contribution towards provision of English-medium nursery class places £35,317 (plus inflation at RPI)
- Contribution towards provision of English-medium secondary school and sixth form places: £394,868 (plus inflation at RPI)
- Contribution requested towards provision of Welsh-medium secondary school and sixth form places £127,043 (plus inflation at RPI)
- Contribution requested towards provision for pupils with SEN (of primary, secondary and sixth form age): £59,332 (plus inflation at RPI)
- Proportionate contributions will be required towards the costs of land for the expansion of secondary school places, calculated in accordance with Building Bulletin 99.

8.17 The Education Department did not request a contribution for Welsh-medium nursery or primary school land since there was not deficit in regards to these provisions.

Community Facilities

8.18 Neighbour Regeneration requested £206,620.67 towards community facilities. This calculation is in accordance with the Planning Obligations Supplementary Guidance and the Neighbourhood Regeneration has confirmed there is a need due to the limited community provision in the wider area. Community facilities which would come under pressure as a result of the new development include Pontprennau Community Church Centre (which is used by various community groups) and Old St Mellons Village Hall. Also, the wider Strategic Site provide a space of 125m² within the primary school but this was below the required amount. As such, there is a deficit in the area of community facilities and the proposed development will add pressure on existing service. The requested contribution is required, therefore, to mitigate the impact of the development on existing community facilities.

Open Space

8.19 The Parks Department has requested £128,932.78 towards open space. The Parks Department have confirmed that whilst there are a number of open spaces within the vicinity of the site, it is predominantly informal open space and there is an existing deficit in relation to formal open space, particularly in relation to playing pitches, outdoor sports and Multi-Use Games Areas. There will, therefore, be additional pressure on formal open spaces as a result of the development and to address this the contribution is required.

Highways

8.20 The Transportation Section have requested the applicant provides one annual bus pass per household to be provided on upon commencement of beneficial occupation in order to encourage and secure an acceptable level of modal shift.

8.21 They also requested £60,687 towards the Rhymney Trail to provide surface improvements and widening where necessary.

Affordable Housing

- 8.22 The affordable housing officer requested 30% on-site affordable housing contribution, in accordance with the requirements Policy H3.

Waste Management

- 8.23 The Waste Management section has a requested contribution from the applicant to secure new bins for the proposed dwellings.
- 8.24 The above Heads of Terms for the Section 106 have been assessed against the Section 122 of the Community Infrastructure Regulations and deemed to be appropriate and in compliance with the tests and in accordance with Policy KP6. The applicant has accepted the Heads of Terms and are willing to enter into a Section 106, should a resolution to grant the applicant be made by planning committee.

Good Design and Placemaking

- 8.25 The place-making goals of PPW11 and Policy KP5 of the adopted LDP require development to be good quality, designed sustainably and to make a positive contribution to the creation of distinctive communities. This should be achieved by, amongst other things, development responding to the local character, being sustainably located, providing well connected spaces which are distinctive, making best use of land and providing a responsive design which includes waste solutions, water management and suitable parking provision as well as amenity space.
- 8.26 Policy KP2 (G) specifically requires development brought forward within Strategic Site G to include the following which are relevant to the proposed development:
- ***Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) alongside rapid transit corridor towards centre of site, medium density (35-45+ dwellings per hectare) towards the north and lower densities alongside the riverside park;***
 - ***Local Centre to accommodate a range of services including convenience goods floorspace and other retail of a scale and nature which accords with Plan retail policies;***
- 8.27 The application site is the last major land parcel left of LDP allocation Strategic Site G and its delivery represents meeting the LDP's targets on land which is deemed most appropriate for development representing the best use of land resources in accordance with plan led development.
- 8.28 The level of development is proposed at a maximum of 160no. dwellings which would result in an average density of 34 dwellings per hectare (dph), 41 dph if considering the net developable land. This level of development in accordance with the required density required by Policy KP2 (G) which requires between 35 to 50+ dwellings per hectare. The proposed density is appropriate to the site's setting, necessary infrastructure and in accordance with planning policy, particularly Policy KP2 (G).

- 8.29 The form of development relating to layout, scale, appearance and landscaping are reserved for later consideration and not known at this stage. The LPA must, however, be satisfied the form of development capable of being delivered on site can meet the placemaking requirements set out in national and local policy. A key consideration in this regard is ensuring the proposed development integrates within the wider Strategic Site G development to create a holistic and cohesive community. The original permission, ref: 13/00587/DCO, was planned in the knowledge the application site would come forward and, therefore, its integration has been prepared for and points of access preserved. These preserved access points are to the southern and eastern boundaries are to be agreed in full at this stage. The agreed access points ensure the development will integrate seamlessly within the road network serving the wider Strategic Site, as was planned.
- 8.30 Other features that will be secured via this development to ensure its integration with the wider development include 2no. pedestrian/cycle links along the northern boundary, in addition to the two vehicular access points discussed above, ensuring a high level of connectivity and legibility between developments. The wider development approved under permission 13/00578/DCO secured a number of improvements to cycle and pedestrian links and public transport improvements required under Policy KP2 (G) which sought to encourage and promote a highly accessible new settlement whereby occupants could access services and facilities on bicycle and on foot, the transport network improvements secured are discussed further below under sub-heading 'Impact on Highways'. Also, the 13/00578/DCO secured via legal agreement a wealth of new services and facilities required to create a community, including a riverside park and a new primary school. This development will also contribute financially towards the community facilities (discussed below under 'Section 106 Contributions'). The links included within the proposed development ensure that future occupants can easily access the new community facilities by sustainable means, as was intended by Policy KP2 (G). This approach also accords with the placemaking principles of PPW11 which seeks to facilitate accessible, healthy environments. The full details of the proposed pedestrian/cycle links will be secured at Reserved Matters stage.
- 8.31 The proposed development will also be subject to a Design code to ensure the final development complements the wider approved development under permission 13/00578/DCO and the associated Reserved Matters applications. The Design Code will be secured via planning condition.
- 8.32 Additionally, the amount of development proposed together with the retained boundary hedgerows ensures any reserved matters application can sit within the wider site without an adverse impact on the committed dwellings already approved on each boundary.
- 8.33 The proposed application demonstrates the site is capable of accommodating up to 160no. dwellings and it can integrate successfully with the wider strategic site G. The key principles to support the successful integration of

the development with the wider scheme will be secured via planning condition to ensure these come forward at reserved matters stage.

- 8.34 The proposed development can achieve good placemaking outcomes in accordance with PPW11 and in accordance with Policy KP2 (G) and KP5.

Impact on Highways

- 8.35 PPW11 requires new development to accord with the Sustainable Transport Hierarchy which seeks to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.
- 8.36 Policy T1 and Policy KP5 of the adopted LDP requires new development to be safely accessible and to access essential services, community facilities and employment opportunities on foot or by bicycle.
- 8.37 Policy KP2 (G) sets out specific highway related requirements which need to be achieved in relation to the wider Strategic Site G. Many of which have been secured through the 13/00578/DCO consent including a bus corridor through the site, extension of bus corridor along Eastern Avenue from Pentwyn Interchange to Pentwyn Link, public transport subsidiary, network pedestrian improvements to surrounding area (including a bridge and extension to the Rhymney Trail), upgrades to the subway under the A48 and improved cycle links. The Policy KP2 (G) required highway improvements have, therefore, largely been secure. The Transportation Manager has, however, advised that a financial contribution of £60,687 is required to widen and improve the Rhymney Trail to improve pedestrian links and the developer must provide 1no. annual bus tickets per household. The applicant has agreed to this contribution. The proposed development, in consideration of the wider allocation, accords with highway improvements required under Policy KP2 (G).
- 8.38 In terms of the impacts of the proposed development on the local highway network, the ES has considers the main impacts to be related to the potential traffic generation and during the construction phases. Other considerations include vehicle and cycle parking. This section of the report will also cover road adoption.
- 8.39 In terms of trip generation, the ES has estimated, based on TRICs data, that the proposed development would generate approximately 151 and 136 two-way person trips (all modes) in the traditional peak hours of 8am and 9am and 5pm and 6pm, respectively. The modal split of these trips are predicted to be as follows:
- 11% pedestrians,
 - 3% public transport users,
 - 2% cyclists
 - vehicle driver (56%); and

- vehicle passenger (28%).
- 8.40 The proposed development is estimated to generate approximately 77 two-way vehicular trips in both traditional peak hours.
- 8.41 The vehicular trip generation does not apply the LDP aims for a modal shift away from car travel and a 10% internalisation reduction to account for future community facilities provided within the strategic site which will reduce outward travel to facilities. The assessment on the potential impact on the highway is, therefore, considered to be robust.
- 8.42 The impact of the increased traffic generation on existing highway network capacity has been assessed including the following junctions in detail:
- Junction 1 – A4232 Pentwyn Link / Heol Pontprennau / Church Road (existing roundabout junction);
 - Junction 2 – A48/A4232 Pontprennau Interchange (existing roundabout junction);
 - Junction 3 –M4 Junction-30 (Cardiff Gate) (existing signal roundabout junction).
- 8.43 The assessment concluded that the proposed development would have a negligible impact on the highway network in terms of capacity and safety.
- 8.44 The proposal has sought to prioritise walking, cycling and public transport in accordance with PPW11's sustainable transport hierarchy and to encourage the aims of the LDP towards a 50:50 modal shift in travel patterns across Cardiff. Measures to achieve this include the preparation of a Travel Plan, with associated Travel Plan Co-ordinator, which will be secured by planning condition. The Travel Plan will aim to raise awareness of the consequences of travel choices and the benefits of more sustainable modes of transport. Additionally, the Section 106 will secure a one year bus pass for each dwelling free from the development.
- 8.45 Also, good quality pedestrian and cycle links are proposed, including 4no. pedestrian and cycle connection points with the strategic development to ensure a seamless integration, prioritising sustainable travel options. These links will be secure via planning condition to ensure they are delivered. Whilst the layout is a reserved matter, a Design Code condition is imposed which, amongst other things, will secure high quality pedestrian and cycle route within the site's limits to ensure pedestrians and cyclist can travel safely within the proposed development.
- 8.46 Vehicular and cycle parking at the site will be provided in accordance with Cardiff Council's Supplementary Planning Guidance 'Managing Transport Impacts (incorporating Parking Standards)' (July 2018). Electric car charging may be provided within the proposed development and the requirement of an Energy Statement is condition to investigate the feasibility of this. Cycle parking provision including details of how this will be provided will be subject to a planning condition to ensure its delivery.

- 8.48 During the construction phase, vehicles will need to access the site including large vehicles for delivery of materials and could have an adverse impact on the local network. An Ecological Construction Method Statement is secured via condition to ensure the construction phase is managed appropriately to prevent, amongst other things, an adverse impact on the highway network.
- 8.49 The Transportation Manager assessed the application and raised no concerns with the Transport Assessment, Transport Chapter of the ES and its associated conclusions in terms of the proposed impact of the highway network, subject to the requested Section 106 contributions which have been discussed earlier in this report.
- 8.50 The impact of the proposed development on the transport network has been robustly assessed and demonstrated that the impact would be minimal. The scheme has been designed to embody the principle of sustainability by ensuring at outline stage that pedestrian and cycle links are provided to secure legibility and connectivity with the wider strategic site. Planning conditions will ensure that prioritisation of pedestrians and cyclists are secured at Reserved Matters stage. The proposed development, subject to conditions and the requested Section 106 contributions, is in accordance with PPW11 and Policy T1 and Policy KP5 of the LDP. The scheme also aligns with the requirements of Policy KP2(G). The scheme is deemed to be acceptable in terms of its impact on the local highway network.

Adoption of Roads

- 8.51 Whilst this will be addressed in the 'Response to Third Parties' later in the report, it is relevant to address at this point. The road network associated with the wider strategic site is to largely remain private, under the control of Management Company who are responsible for the maintenance of the associated private road network. The Management Company is funded through the existing residents of the wider strategic site.
- 8.52 A number of objection to the application has urged the LPA to defer determination of this application until the pre-existing issues associated with the private road network that serve the wider strategic site are resolved. These matters are, however, distinct and unrelated to this planning application and, therefore, cannot reasonably prevent its determination. Furthermore, the adoption of roads does not fall under the remit of planning and the status of a road, i.e. adopted vs. unadopted, is not a material consideration when determining a planning application.
- 8.53 Notwithstanding the above, the proposed development will be accessed via the existing strategic site and, as discussed earlier, the access points into the application were safeguarded through application 13/00578/DCO given the site's status as an allocation under Policy KP2 (G). The only access routes into the application site is via the wider strategic site road network. The applicant has advised that in order to secure access to the site over the wider road network the future occupiers of the site (if this application is approved), will be required to pay the existing Management Company in a similar manner to existing residents of the wider site. The proposed development, therefore,

will not burden the existing residents with the additional costs associated with the proposed development. This arrangement is a private, legal matter and cannot be controlled by the planning system.

Impact on Biodiversity

- 8.54 Policy EN6 requires the protection of ecological networks and features of importance for biodiversity. Policy KP16 seeks to protect Cardiff's distinctive natural heritage and network of green infrastructure and secure its enhancements and management to ensure the integrity and connectivity of this multi-functional green resource is maintained whilst also enabling development. Policy KP16 identified, amongst other things, hedgerows, trees and SuDs proposals are being key green infrastructure assets. Policy KP2 (G) sets out master planning requirements which requires the development of Strategic Site G to respond effectively to biodiversity assets and the relevant extracts of the policy requirements are below for ease of reference:
- ***Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:***
 - ***Ensuring that there is no detriment to the maintenance of the favourable conservation status of Dormouse on the site including provision of suitable compensatory planting to supplement existing retained habitats including compensatory planting on the southern and eastern site boundaries;***
 - ***Providing suitable buffers to retained habitats, particularly the hedgerows within the site;***
- 8.55 *N.B. The aspects of Policy KP2(G) which are not referred to above relate to the wider strategic site and are not relevant to the application.*
- 8.56 The Chapter 9 of the ES and supporting Ecology Baseline Report confirms that the application site is not covered by any statutory or non-statutory designations. It is, however, within 10m of St Julian's Forge Fields Site of Importance for Nature Conservation (SINC) and approximately 80m from the River Rhymney SINC.
- 8.57 Within the site, the habitats comprise improved pasture subject to grazing, enclosed by hedgerows. Dormouse surveys have previously been completed on the site and their presence confirmed onsite. The development will, therefore, require a European Protected Species Licence from NRW. The application site also provides opportunities for foraging and commuting bats, breeding birds, badgers, common reptiles and hedgehogs.
- 8.58 St Julian's House and associated outbuildings, located adjacent to the north-west corner of the application site, is a confirmed to support a day roost for common pipistrelle bat. The building which contain the bat roost will remain.

- 8.59 The proposed development must be designed to incorporate, protect and enhance the biodiversity features at the sites in order to meet the policy requirements.
- 8.60 The Chapter 9 of ES details comprehensive mitigation measures which will be employed during construction and as part of the final development. The key measures to protect ecology can be summarised as follows:

Detailed Design Measures

- The indicative masterplan is illustrative and specific details will be determined at Reserved Matters stage in terms of the housing layout. The masterplan does, however, detail the inherent mitigation measures incorporated within the scheme to protect habitats. Primarily this is the retention of the ecologically valuable hedgerow habitat and provision of new planting and habitat buffers adjacent to the hedgerow enabling the development footprint to be offset from the dormouse habitat. This approach will result in an overall net gain in the quantum of suitable dormouse habitat onsite achievable post-development (i.e. losses of hedgerow to facilitate access amount to circa 282m² and mitigation planting of approximately 2,445m² is proposed). The mitigation planting will also be suitable for other species such as birds, foraging bats, and common reptiles. These integral mitigation measures not only protect biodiversity but retain the hedgerows on sites which are key green infrastructure assets and enhance them by providing a buffer area. The indicative masterplan is identified as an approved plan in condition 2 and, therefore, the Reserved Matters proposals must be accord with the buffer shown on this plan.

Ecological Construction Method Statement

- The construction phases of the development will be managed and controlled via an Ecological Construction Method Statement (ECMS). The ECMS will ensure protection of important ecological features and include details of planting scheme and maintenance schedule for the development. The implementation of the ECMS will be overseen by an appointed Ecological Clerk of Works (ECoW). The ECMS will be secured by planning condition.

Landscape and Ecology Management Plan

- The application is supported by an outline strategy to protect ecological features, in particular in relation to Dormice given their status as a protected species. The Landscape and Ecology Management Plan (LEMP) will include details such as compensation, mitigation and enhancement measures which will be secured as part of the development and the ongoing protection measures. The LEMP will be secured by planning condition.

Landscape Plan

- Landscaping is a Reserved Matter and so the comprehensive landscaping scheme will be secured at a later stage when the final layout is fixed. The landscaping proposals must accord with the buffer

shown on the illustrative masterplan and the details agreed in the LEMP to ensure biodiversity enhancements are secured through a carefully considered landscaping scheme.

- 8.61 NRW have assessed the application and, following submission of an amended plan showing increased mitigation for Dormice, they have raised no objection to the proposed development subject to conditions. The Ecology Officer has reviewed the proposals and raised no concerns subject to conditions being imposed. The ecology related conditions attached are, in summary, as follows:
- Lighting Plan;
 - Landscape and Ecological Management Plan;
 - A Construction Environmental Management Plan; and
 - A condition securing the ecological mitigation measures shown on the plan and included in Chapter 9 of the ES.
- 8.62 The proposed development, subject to the conditions above, would not result in an adverse impact on biodiversity features which would warrant refusal of the application. The proposals are deemed to accord with Policy EN6 and the requirements of Policy KP2 (G) which are outlined above. By virtue of the ecological protections, the green infrastructure on site will be retained and enhanced in accordance with the requirements of Policy KP16.

Noise Impact

- 8.63 Policy EN13 prohibits development which would result in an unacceptable harm to as a result of, amongst other things, noise.
- 8.64 The application is supported by a Noise Impact Assessment and associated Noise Chapter in the ES which, in summary, indicates that the application site is affected by increased noise levels as a result of noise traffic levels. To ensure the noise levels used to inform the NIA were realistic, noise monitoring which took place before the Covid-19 pandemic were used. SRS raised no concern with the noise survey results which informed the NIA.
- 8.65 The noise surveys indicated that the whole site experienced increased noise levels, with the highest levels along the northern and western boundaries, and that some form of noise mitigation would be required for every proposed dwellings to reach the internal noise levels.

Internal Noise

- 8.66 The suggested mitigation to achieve the internal noise levels include:
- All plots are indicated to require a centralised mechanical ventilation system giving residents the option to keep windows closed while maintaining air flow;
 - Plots along the northern and western boundary require acoustic glazing;
 - Sound reduction measures through the building fabric i.e. walls, roof.
- 8.67 A Noise Mitigation Strategy planning condition is attached to agree the mitigation strategy at Reserved Matters stage to ensure the proposed

development achieves the required internal noise levels.

External Noise

- 8.68 SRS require that noise levels in at least 50% of each of the gardens should not exceed 50 dBE Leq 16 hours (free field) during the day. The applicant has demonstrated, by modelling the indicative layout that the majority of proposed dwellings can be below the required noise levels in at least 50% of the external area. A small portion of the site in the north western corner, however, cannot meet the external noise requirements and will likely experience increased noise levels between 51 dBA and 54 dBA. The affected area is likely to affect around 5% of the total development.
- 8.69 These increased noise could potentially be reduced dependent on the final layout but would not, however, increase. The likelihood is, however, that it would be difficult to achieve 50 dBA or below in the affected area without noise mitigation measures such as dwellings hard up to the site boundary to enable the gardens area to be protected by the dwelling itself or by installing a 3m acoustic fence. Neither of these solutions are considered to be appropriate given the proximity to existing properties and the also the likely visual impact.
- 8.70 The maximum external noise level requirement on the wider strategic site (application 13/00578/DCO), which bounds all sides of the application site, is 55 dBA. The planning policy at national level in relation to noise since the determination of 13/00578/DCO has not changed and still remains as TAN 11: Noise. TAN 11 advises that developments affected by road noise levels 55 dBA or less are within Noise Exposure Category A (NEC A). In relation to NEC A, TAN 11 states that *'Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as desirable'*. It is accepted that whilst TAN 11 is still in place it is an outdated document and SRS have confirmed the standards generally worked to are the BS8233 2014 Guidance.
- 8.71 The BS8233 2014 states that an external noise level of 50 dBA is desirable but an upper limit of 55 dBA is acceptable in noisier environments. In this case, the site is a noisier environment given its proximity to strategic roads, and it is considered reasonable to apply the upper limit contained in the guidance. It is accepted the BS8233 2014 is not planning policy guidance but TAN 11 does not provide guidance on appropriate noise levels and, therefore, it is reasonable to have consideration to the standards against which the NIA has been prepared.
- 8.72 Given the external noise levels are within the upper limit identified in BS8233 2014 and on the basis the wider strategic site has an external noise level up to a maximum of 55dBA, it is not considered reasonable to refuse the application due to a maximum of 5% of the site have an external noise level of up to 54dBA. As such, the proposed condition relating to noise levels will require 95% of dwellings to achieve an external noise level of 50dBA and a maximum of 5% of dwellings must achieve a noise level of 54 dBA or below. This approach is considered to accord with planning policy and an acceptable solution to ensure acceptable external noise levels are achieved throughout

the whole proposed development.

- 8.73 The proposed development, subject to a condition to secure noise mitigation measures, is acceptable and accords with Policy EN13.

Impact on Residential Amenity

- 8.74 Policy KP5 of the LDP requires development to, amongst other things, have no undue effect on neighbouring amenity and connect positively with the existing community. In accordance with PPW11 the proposed development should provide an acceptable form of development for future occupiers which supports their wellbeing and promotes community cohesion and inclusion.

Existing Residential Amenity

- 8.75 Whilst the application site is in amongst a wider development site under construction, in the long term it will be a residential development and the proposed development must take account of the committed dwellings adjacent to it. There are also the following existing dwellings (not part of the strategic site) located near the site:

- St. Julian's House;
- St. Julian's Cottage; and
- St. Julian's Forge.

- 8.76 The application is made in outline with layout, scale and appearance (and landscaping) reserved for later consideration. The information provided with the outline application including, but not limited to, density, scale parameters and known site constraints (ecological requirements, access requirements, topography, etc.) is sufficient to enable the LPA to assess the potential impact of the development on residential amenity. Based on the information provided, it is considered that a layout for a maximum of 160no. dwellings, can likely be accommodated on site without having a detrimental impact on surrounding existing or committed residential properties.

- 8.77 The definitive impact on residential amenity will be fully assessed at Reserved Matters stage by the LPA and will need to, at that stage, accord with the policies of the LDP.

Future Occupier Amenity

- 8.78 As discussed, the site is considered to be capable of accommodating a 160no. units. The housetypes, level of private amenity areas and the quality of place will be secured in at the Reserved Matter stage. The principles set at outline stage including pedestrian links to the community infrastructure provided on wider strategic site and Section 106 contributions ensure the future occupiers can access local services and open space which supports community cohesion and health and well-being.

- 8.79 Residential amenity has been thoroughly assessed and it is concluded that the information provided with the outline application demonstrates the proposed development will have an acceptable impact on surrounding residential amenity and provide a high quality place for future occupiers in accordance with the place-making principles of PPW11 and Policy KP2 (G)

and Policy KP5 of the LDP.

Landscape and Visual Impact

- 8.80 Policy EN3 does not permit development which would cause unacceptable harm to the character and quality of the landscape and setting of Cardiff.
- 8.81 Chapter 10 of ES and the supporting Landscape and Visual Impact Assessment (LVIA) provides an assessment of the landscape and the likely impacts of the development.
- 8.82 The application site is undeveloped parcel of land enclosed with mature hedgerows. It is located within the centre of a landscape which currently undergoing a large amount of change due to the construction of the wider strategic development around it. In terms of visibility, St Julian's House is the only residential property from which there are open views of the site. Other views from the public rights of way, Cefn Mably Registered Park and Garden and wider landscape views are screened by intervening topography and vegetation.
- 8.83 The development of the site for dwellings and the removal of sections of the mature hedgerow will result in a change in the landscape and visual impact and it is necessary to assess whether this harm would be harmful in a planning context.
- 8.84 The proposed development is central to the wider strategic site and so in time, once the committed development is completed, and the landscape surrounding the site permanently altered and urbanised. In the context of this change, the development of the application site will result in a minimal impact and in the long term would be read in the landscape as part of the strategic site. Its development would not be incongruous or result in unacceptable harm to the landscape or visual setting of this area of Cardiff.
- 8.85 To reduce the impacts of the development, mitigation measures are incorporated in the masterplan including the retention of the mature hedgerows and an associated buffer are and green areas reserved for SuDS features. These measures will be secured at through the landscaping plan at Reserved Matters stage and the LEMP secured by condition.
- 8.86 The proposed development will result alter the landscape, however, for the reasons discussed above the change is not harmful and accords with the requirements of Policy EN3.

Impact on Heritage Assets (Above Ground Assets)

- 8.87 Chapter 6 of PPW requires the protection, conservation, and enhancement of the historic environment as a resource for the general well-being of present and future generations. Policy KP17 of the LDP requires the protection of, amongst other things, listed buildings and Historic Park and Gardens. Policy KP2 (G) requires the development of the site to *effectively respond to heritage assets by:*

- **Assessing and effectively addressing potential impacts on known assets including Listed Buildings within and near to the site; and**
- **Assessing and addressing potential impacts on the Listed Buildings of Unicorn Public House, Church of St Edeyrn, Bridge House Farm, St Julian's Manor House and associated curtilage structures.**

8.89 Chapter 13 of the ES covers to Heritage and identified that a total of 13no. heritage assets, which included Grade listed building and Grade II Registers Parks and Gardens, were identified within 500m of the application site and none lie within the Site boundary. The potential impacts of the development on heritage assets were identified as follows:

- Bridge Farmhouse, Grade II listed building - proposed development would affect the setting of the listed building (negligible impact);
- St Julian's Farmhouse, Grade II listed building - proposed development would affect the setting of the listed building (minor impact);
- Cefn Mably Park and Garden, Grade II- proposed development would affect the setting of the listed building (minor impact); and
- St. Edeyrn's Church, Grade II listed building - proposed development would affect the views of the listed building (negligible impact).

8.90 To mitigate the impacts identified landscape screening is proposed to protect the setting of St Julian's Farmhouse and Cefn Mably Park and Garden. The proposed mitigation measures will be secured through the landscaping proposals, which is a Reserved Matter.

8.91 Cadw and the Council's Conservation Officer have reviewed application and raised no objections.

8.92 Caerphilly County Borough Council Conservation Officer (hereafter CCBC) made comments on the initial submission raising concerns with the scope of information in the ES which excluded listed buildings associated with Cefn Mably Historic Park and Garden. The applicant, in their revised submission, confirmed that the 500m study boundary was agreed in advance with GGAT and, therefore, did not assess the impacts on these heritage assets. Despite this, the ES concludes that the only impact on the Cefn Mably Historic Park and Garden would be negligible due to the distance from the application site and on the basis the application is/will be completely surrounded by built form. Cadw confirmed that the proposed development would not increase the level of impact on Cefn Mably Historic Park and Garden beyond the slight/minor impact of the wider Strategic Site. On this basis, the proposed scope of assessment of the ES is considered to be appropriate and the proposed impact of the development on Cefn Mably Historic Park and Garden and associated listed buildings is acceptable.

8.93 To conclude on the impact Heritage Assets, the proposed development would not have a harmful effect on the nearby listed buildings and Historic Park and Gardens, subject to conditions, and accords with Chapter 6 of PPW and Policy KP17 and Policy KP2(G) of the LDP.

Impact on Archaeological Resource

- 8.94 PPW10 Chapter 6 requires development to protect, amongst other things, the historic environment including archaeological remains.
- 8.95 The application is supported by a desk-based assessment, which informed Chapter 13 of the ES. During the life of the application, the applicant's also carried out a Geophysical Survey, the result of which were reported in an Archaeological Evaluation. The Archaeological Evaluation concluded that it was unlikely that significant archaeological remains will be encountered at the application site.
- 8.96 GGAT has assessed the Archaeological Evaluation and concluded that there is unlikely to be an archaeological restraint to the proposed development and no further measures were needed in relation to archaeology.
- 8.97 The proposed development can conserve archaeological remains in accordance with the requirements of Chapter 6 of PPW10.

Ground Conditions

- 8.98 Policy EN13 requires development to have an acceptable impact on human health by ensuring, amongst other things, that there is not an unacceptable level of ground contamination. Policy H6 requires changes of uses of land to sensitive uses, such as residential development, to ensure there is no adverse impact in terms of ground contamination which may affect the health of future occupiers.
- 8.99 The application is supported by Chapter of 11 of the ES relating to Ground Conditions and site investigation report including a detailed assessment of risks to human health and the environment from potential ground gas and contamination affecting the site. Access to the north-west corner of the site was not available at the time of the site investigation so this was not assessed.
- 8.100 The findings of the report indicate that the majority of the site has no significant contaminants within the soils, however, the potential for contamination cannot be ruled out. A former landfill site is within 250m of the proposed development and such sites are associated with the generation of landfill gases, within subsurface materials, which have the potential to migrate to other sites. This may give rise to potential risks to human health and the environment for the proposed end use.
- 8.101 The SRS Land Contamination section have reviewed the application and raised no objections to the proposed residential end use. On the basis of the findings of the Site Investigation and the absence of the full site being surveyed, they require conditions to secure the required information prior to the commencement of development and a ground gas assessment. SRS also requested conditions in relation to the testing of importation of soils, site won recycled material, or materials imported as part of the construction of the development. The recommended conditions have been imposed.

- 8.102 Measures to prevent any adverse impact on ground conditions through construction (i.e. accidental spillages of fuels, movement of contamination, construction drainage measures) will be controlled through the Ecology Construction Method Statement.
- 8.103 The ground conditions at the site have been assessed and it is considered the information provided indicates that the ground conditions would result in an adverse impact on future occupiers. The proposed development, subject to conditions, accords with Policy EN14 and Policy H6.

Drainage Considerations

- 8.104 Policy EN10 requires the development to include sensitive urban drainage solutions which successfully managing foul and surface water arising from a development.
- 8.105 The application indicates that the foul water will be discharged via two interlinked private foul water pump stations with a rising main pumped connection which link to the existing DCWW sewer network near the A48 and current serve the wider strategic site. DCWW have commented on the application and advised that if foul water is to be discharged into a private infrastructure they will be require evidence that capacity existing within this system. Alternatively, foul discharge could be accommodated in the public system. DCWW have requested a condition to control foul water discharge, which has been imposed.
- 8.106 In terms of surface water, the proposed development will require SAB consent since the construction area is over 100m². The SAB consent is a separate process to the planning process and will need to be obtained prior to works commencing. Whilst the drainage officer has not responded to the application, the applicant has confirmed that pre-application discussions have taken place with the SAB Team who have indicated that the drainage proposals, in-principle, are likely to meet the requirements of the SAB process.
- 8.107 The proposed development is considered to accord with Policy EN10 and the surface water disposal will be subject to full consideration via the SAB process.

Waste Management

- 8.108 Policy KP5 and Policy W2 requires development to have appropriate space and facilities for waste management. The scheme is made in outline only and so details relating to the provision of bin stores is unknown and will be determined at Reserved Matters Stage. The Waste Management Department has requested the developer fund the purchase of bins to serve the proposed development and this will be secured via the Section 106 agreement, as detailed above under sub-heading 'Section 106 Contributions'. The scheme is acceptable in this regard.

Response to Third Parties

- 8.109 The concerns raised by third parties, including 19no. local residents and Old St. Mellons Community Council. These concerns have been addressed

through the overall assessment of the proposal, however, for completeness and for avoidance of doubt the concerns raised have been summarised and addressed in turn below.

- ***Upkeep of unadopted roads leading to the site is funded by existing St. Edeyrn's residents and the proposed development will result in increased costs for existing residents;***
- ***Planning permission which relies on a private access road should not be granted;***

8.110 The above concerns relate to the road network associated with the wider strategic site, which is to largely remain private under the control of Management Company who are responsible for maintenance of the associated private road network. The Management Company is funded through the existing residents of the wider strategic site.

8.111 The applicant has advised that in order to secure access to the site over the wider road network the future occupiers of the site (if approved), will be required to pay the existing Management Company in a similar manner to existing residents to fund maintenance and upkeep of roads as well as other infrastructure under the control of the Management Company, such as open space. The proposed development will not, therefore, burden the existing residents with the additional costs associated with the proposed development and future residential will pay proportionately to the Management Company. The contribution towards the existing road network is a private, legal matter and cannot be controlled by the planning system.

8.112 The planning process considers whether the existing road network can acceptably accommodate new development and whether the proposed roads are designed in an appropriate manner. The adoption of roads does not fall under the remit of planning and the status of a road, i.e. adopted vs. unadopted, is not a material consideration when determining a planning application. As such, planning permission cannot reasonably be withheld on basis the access road leading to the development is private.

- ***Cardiff City Council and the planning process are failing the general public in its democratic duty with respect to management fees and non-adopted areas;***
- ***Concerns regarding Cardiff City Council not adopting roads and the lack of transparency on this matter;***
- ***Request for Council to compensate St. Edeyrn's to cover costs of increase usages of road as a result of the proposed development;***

8.113 The above concerns are directed at the private status of the roads and the associated management fees on the wider St. Edeyrn's village. These issues are not relevant to the consideration of this planning application. Notwithstanding this, and as discussed above, the adoption of roads is not a matter which falls under the remit of planning.

- ***Concerns regarding impact of increased traffic***

8.114 The potential increase in traffic has been assessed robustly in the ES and deemed to be acceptable by the transportation manager and would not result in an adverse impact on the local highway network.

- ***The existing roads in St. Edeyrn's Village are narrow***

8.115 The existing road network was deemed to be acceptable to serve the wider development when approved under 13/00578/DCO. The existing road network has been assessed under this application and deemed suitable to accommodate the additional traffic movements associated with the proposed development.

- ***Concerns regarding increased pressure on parking***

8.116 The level of parking will be determined at Reserved Matters stage and will be dependent on the final housing mix proposed. The development will be required to meet the adopted parking standards contained in the Managing Transportation Supplementary Planning Guidance. The LPA is satisfied the application site can be developed for up to 160no. dwellings together with adequate parking provided

- ***There is no justification for granting planning permission until the existing development of the St. Edyern's Village deliver on their Section 106 obligations or in compliance with their planning conditions.***

8.117 The planning matters relating to the St. Edeyrn's Village development are distinct to this application and are not material planning considerations to the determination of this application.

- ***The application cannot be considered reliably due to the impacts of the COVID pandemic. Only following the impacts of COVID can a valid consultation take place.***

8.118 The supporting work takes account of the potential impacts of COVID to ensure robust assessment of the proposed development has taken place. The application has been thoroughly assessed by the LPA and internal service departments and it is concluded that the impacts of the proposed development can be appropriately assessed based information submitted. Furthermore, the consultation associated with the application has been undertaken in accordance with legislation and is valid.

8.119 Notwithstanding the above, the Welsh Government has been clear that the planning process should continue to be administered through the pandemic.

- ***The potential adverse impact of construction traffic on the access lane to the north of the application site***

8.120 The applicant has advised that construction traffic will not use the lane to the north if the application site. To ensure construction traffic is managed safely, a construction management plan is required and will be secured via planning condition.

- **Concerns regarding the dust and pollution during the construction phase**

8.121 The dust and pollution potentially created during the construction phase will be managed through a construction management plan which will be secured via planning condition.

- **Confirmation regarding retention of existing ancient Hedgerows required/ Concerns regarding the impact of the development on birds that use the hedgerows on site**

8.122 The majority of hedgerows and, therefore, habitat for birds will be retained, protected and enhanced. Limited sections of the hedgerow will be removed to facilitate access to the site but these losses have been assessed in detail by NRW and the council ecologist who confirm the loss is acceptable given the level of mitigation and enhancement,

- **Loss green field which residents enjoy as an open space**

8.123 The application site is part of the Strategic Site G which is allocated for housing under policy KP2 (G), therefore, the development of the site is in accordance with planning policy. Whilst the residents indicate they enjoy using this space, it is not an open space and currently in private ownership. The development of this land does not, therefore, represent a loss in formal open space.

- **Increased pressure on community infrastructure (i.e. schools, etc.)**

8.124 The proposed development will make significant Section 106 contributions, detailed earlier in this report towards schools, open space and community facilities, amongst other things. The impact of the development on community infrastructure will be mitigated through the Section 106 contributions.

- **St. Edeyrn's Village cannot take any more housing**

8.125 The application site is part of the Strategic Site G which is allocated for housing under policy KP2 (G), therefore, the development of the site is in accordance with the LDP targets for housing in this area of Cardiff. Notwithstanding this, the proposals have been thoroughly assessed and deemed an acceptable level of development for the site and within the local context taking account of, amongst other things, impact on the local highway, landscape impact, capacity of community infrastructure and impact on biodiversity.

9. CONCLUSION

9.1 The proposed development represents a sustainable form of development upon an allocated Site which accords national and local planning policy, particularly PPW11 and Policy KP2 (G) of the LDP.

9.2 The scheme has been robustly assessed the proposed impact is considered to be acceptable in all regards, as detailed in this report.

9.3 For the reasons outlined above, planning permission is recommended for approval, subject to conditions and legal agreement.

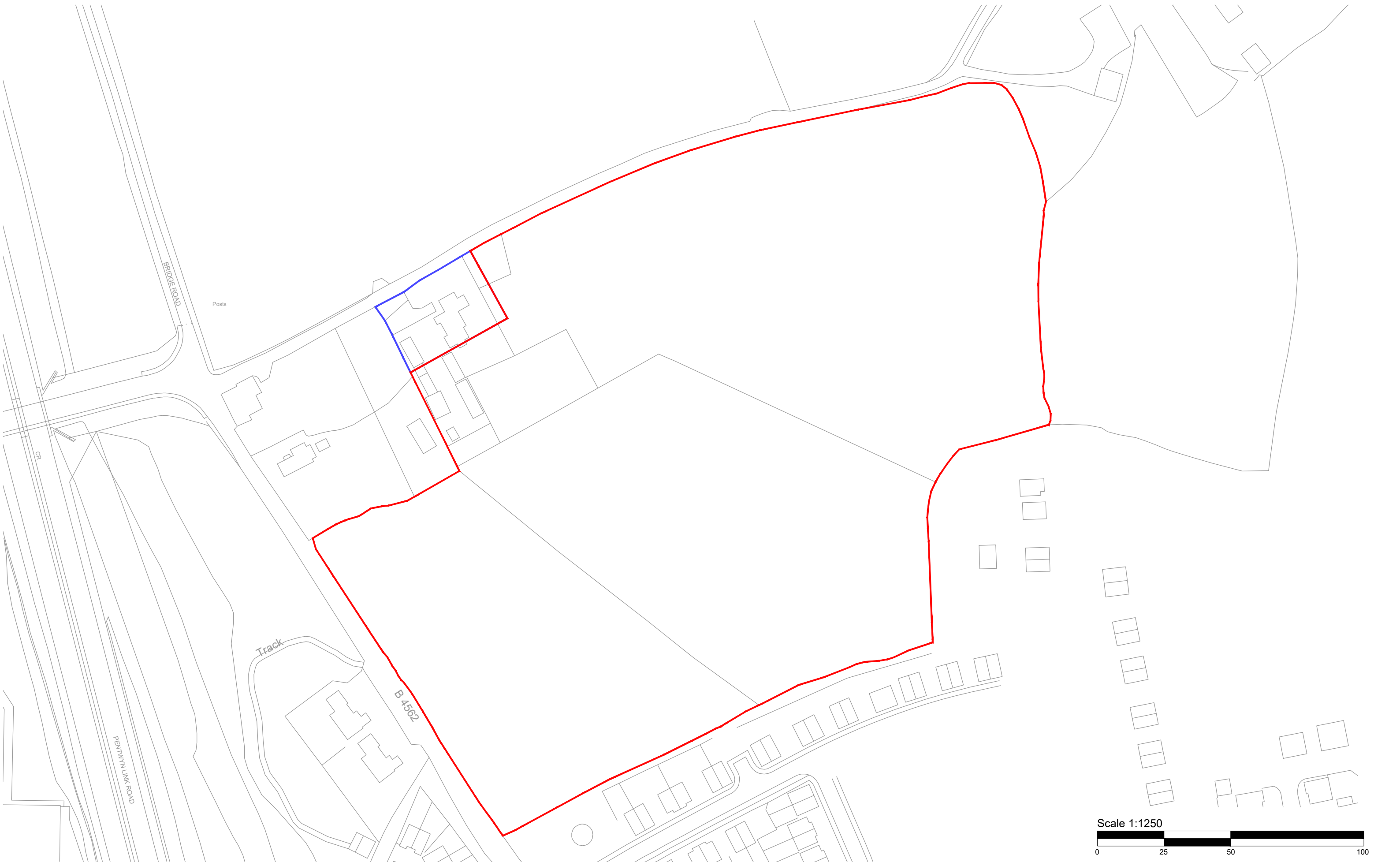
10. LEGAL CONSIDERATIONS

10.1 *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.

10.2 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.

10.3 Wellbeing of Future Generations (Wales) 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.

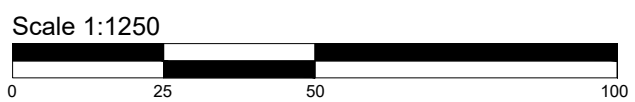
10.4 Statutory pre-application public consultation: The statutory pre-application public consultation was carried out in accordance with legislation and is considered acceptable.



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:	-	-	Rev:	-	-	Rev:	-	-	Rev:	-	-
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PRELIMINARY	✓
PLANNING	
DESIGN	
TENDER	
CONSTRUCTION	



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Drawing No.	Rev.
19123(05)100	-

Contract:	Tobin Land - St Edyrns	Scale:	1:1250 @ A3
For:	PMG	Date:	March 2020
Title:	Site Location Plan	Drawn:	AF
		Checked:	/

3.1 Site Description

The 4.69 hectare site is currently pasture land. Existing hedgerows and with a few mature trees set field boundaries and form a mature landscaped edge to the perimeter of the site. There is an existing house to the north west of the site, which is due to be retained.

Other properties bound the site including some older detached properties to the north west,

with the recent St Edeyrn's Village development adjacent to the northern, southern and eastern boundaries. The existing Bridge Road rural lane runs adjacent to the western boundary.

A new development of 4 detached dwellings is nearing completion on the western side of Bridge Road opposite the subject site.





Housing Layout and Mix for Illustrative Purposes Only

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:	Area	Chkd:	Rev:	Chkd:
A	Area next to Bridge Road updated.	02.10.2020	ML	
B	Area next to Bridge Road extended and Green east buffer reduced.	30.11.2020	ML	
C	Note added	25.01.21	AF	

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

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Contract: Land adjacent to St Julian's House,
Bridge Road, Old St Mellons, Cardiff
Title: Masterplan

Drawing No.
19123(05) 101 Rev.
C

Scale: 1:500 @ A1
Date: Aug 2020
Drawn: ML
Checked: AF

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Housing Layout and Mix for Illustrative Purposes Only

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PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

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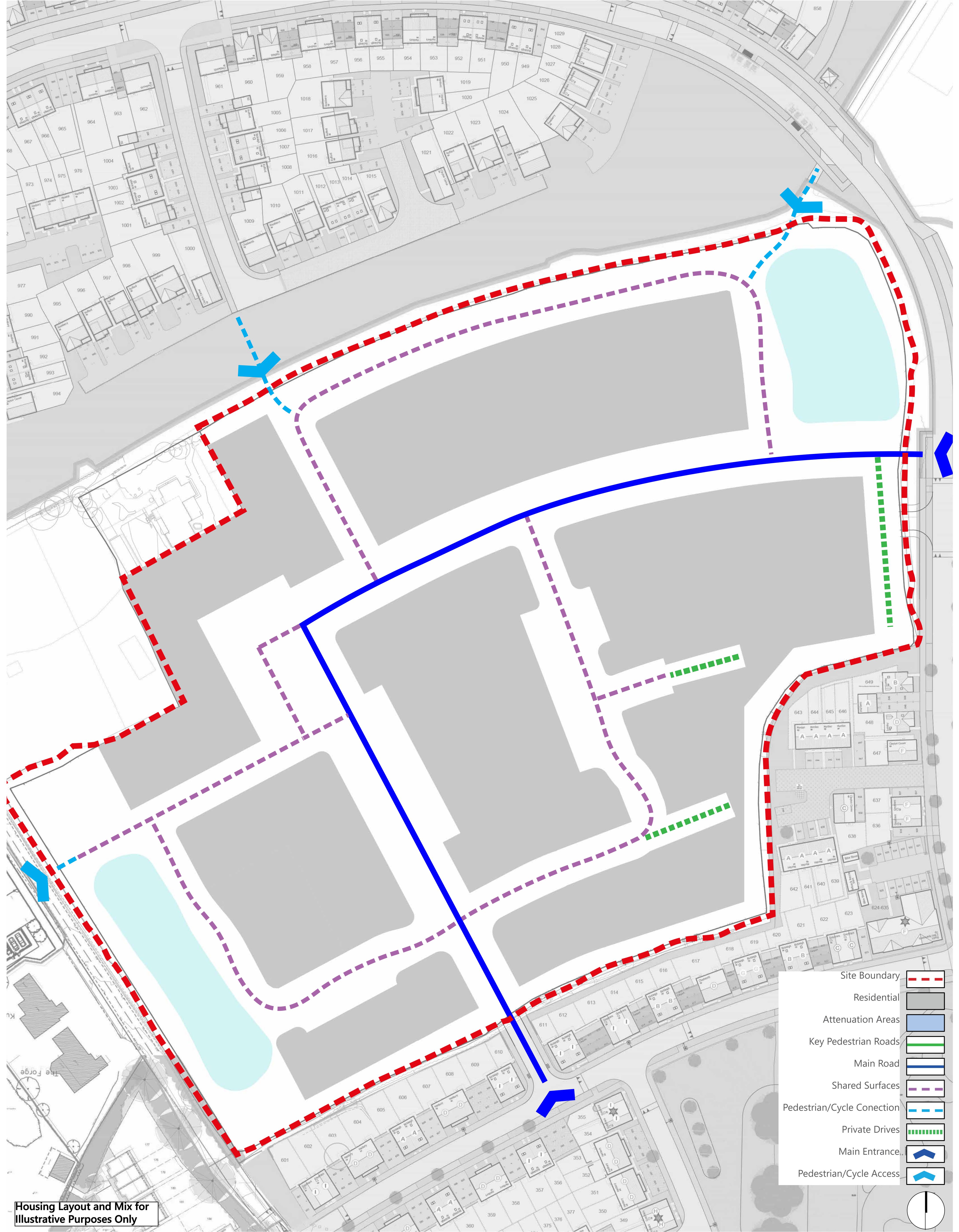
Contract: Land adjacent to St Julian's House, Bridge Road, Old St Mellons, Cardiff
Title: Framework Plan

Drawing No. 19123(05) 102
Rev. C

Scale: 1:500 @ A1
Date: Aug 2020
Drawn: ML
Checked: AF

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Housing Layout and Mix for Illustrative Purposes Only

- Site Boundary
- Residential
- Attenuation Areas
- Key Pedestrian Roads
- Main Road
- Shared Surfaces
- Pedestrian/Cycle Connection
- Private Drives
- Main Entrance
- Pedestrian/Cycle Access

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:
A	Area next to Brigde Road updated.	02.10.2020	ML
B	Area next to Bridge Road extended and Green east buffer reduced.	30.11.2020	ML
C	Note added	25.01.21	AF

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

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Drawing No. 19123(05) 104
Rev. C

Contract: Land adjacent to St Julian's House, Bridge Road, Old St Mellons, Cardiff
Title: Movement Plan

Scale: 1:500 @ A1
Date: Aug 2020
Drawn: ML
Checked: AF

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PETITIONCOMMITTEE DATE: **19/05/2021**

APPLICATION No. 21/00520/MNR

DATE RECEIVED: 02/03/2021

ED: **PLASNEWYDD**

APP: TYPE: Full Planning Permission

APPLICANT: OoVeeCardiff.

LOCATION: 49 Wellfield Road, Roath, Cardiff, CF24 3PA

PROPOSAL: CHANGE OF USE FROM RETAIL (CLASS A1) TO RESTAURANT (CLASS A3) AND INSTALLATION OF LOUVRE, PLANT AND DUCT

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

- 1 The proposal would result in the loss of an active retail (class A1) use to the detriment of the shopping role of the Albany Road/Wellfield Road District Centre, contrary to Policy R4 of the Cardiff Local Development Plan (2006-2016).

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 The application seeks planning permission to change the use of the ground floor of a two storey terraced building from retail use (class A1) to a restaurant (class A3) use.
- 1.2 An external extraction flue is proposed, attached to the rear elevation of the main building, it would be 0.5m in diameter and have a maximum height of 2m above the main rear eaves level. A ventilation grille is proposed within an existing partially blocked up first floor window in the front elevation. Pedestrian access would be via the existing entrance from Wellfield Road. The application form indicates opening hours of 09:00 – 23:00.

2. DESCRIPTION OF SITE

- 2.1 The premises currently accommodates a retail shop. Internally the premises has a floor area of 128 square metres, the upper floor would remain in use as storage/staff rooms. The site is located within the Albany Road/Wellfield Road district centre, it lies within a group of commercial units along the north west side of Wellfield Road adjoined by retail shops at nos. 47 and 51.

3. **SITE HISTORY**

3.1 16/01564/MNR – planning permission granted for installation of a proposed new metal framed shopfront to replace existing recessed frontage.

3.2 **Related History:**

21/00337/MNR – planning permission granted for change of use of ground floor to provide mixed class A1 (retail) and A3 (cafe/restaurant/coffee shop) use at no. 53 Wellfield Road.

20/02238/MNR – planning permission granted for variation of condition 1 and removal of conditions 2 & 4 of 08/00598/C to alter opening hours and use at no. 43 Wellfield Road.

20/01524/MNR – planning permission granted for change of use from A1 retail use to A1/A3 mixed use at no. 21 Wellfield Road.

20/00693/MNR – planning permission granted for variation of condition 2 and removal of condition 4 of 93/00066/W to extend the opening hours and formalise the class A3 use at no. 3 Wellfield, Road.

19/01845/MNR – planning permission granted for change of use to provide mixed class A1/A3 use at no. 22 Wellfield Road.

19/00290/MNR – planning permission granted for variation of condition 2 of 16/00449/MNR to allow A3 use at no. 41 Wellfield Road.

18/00816/MNR – planning permission granted for change of use from class A1 use (retail) to class A3 use (cafe) at no. 15 Wellfield Road.

18/02739/MNR – planning permission granted for change of use from vacant class A1 (retail) to class A3 (restaurant/café) at no. 26 Wellfield Road.

17/02841/MNR – planning permission granted for change of use from A1 to A3 cafe with hot food and the garden area to be used for outdoor seating as part of the café at no. 36 Wellfield Road.

16/00378/MJR – variation of conditions 2 and 4 of 14/01953/DCI to extend the times so that no member of the public shall be admitted to or allowed to remain in the rear outdoor seating area between the hours of 21:00 and 09:30 on any day and that the front balcony area can be used as a seating area between the hours of 09:30 and 21:30, at No. 55 Wellfield Road.

4. **POLICY FRAMEWORK**

4.1 **Relevant National Planning Guidance:**

Planning Policy Wales (Edition 11, 2021)
Future Wales - the National Plan 2040

Technical Advice Note 12: Design

4.2 Relevant Cardiff Local Development Plan (2006-2026) policies:

Policy KP5 (Good Quality and Sustainable Design)
Policy EN13 (Air, Noise, Light Pollution and Land Contamination)
Policy R4 (District Centres)
Policy R8 (Food and Drink Uses)
Policy T5 (Managing Transport Impacts)
Policy W2 (Provision for Waste Management Facilities in Development)

4.3 Relevant Supplementary Planning Guidance

Food, Drink and Leisure Uses (2017)
Managing Transportation Impacts (Incorporating Parking Standards) 2018
Waste Collection and Storage Facilities (2016)

5. **INTERNAL CONSULTEE RESPONSES**

5.1 Neighbourhood Services – request that a noise and odour impact assessment is undertaken to demonstrate how residential amenity is not adversely affected.

5.2 Transportation – no comments received.

5.3 Waste Management – A change of use to A3 may lead to an increase in the volume of waste produced. Current site plans make no reference to the storage and collection of waste and recycling. All A3 units are required to provide litter bins at the front of the unit in order to prevent littering on the adopted highway. The tenant will be required to provide, service and empty a litter bin to be placed at the front of the unit during opening hours and removed from the highway during closing hours. Please advise the agent/applicant that a commercial contract is required for the collection and disposal of all commercial waste.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 South Wales Police – no comments received.

7. **REPRESENTATIONS**

7.1 The application was publicised by letter and site notices. A petition of objection was received, signed by 58 residents, 56 of which could reasonably be affected by the matter. Full details are viewable online.

7.2 Objections were received from the occupiers of no. 32 Bangor Street, 14 Plasnewydd Place and on behalf of a group of residents of Bangor Street. Full details are viewable online, their comments are summarised as follows:

- a) *Loss of amenity to rear garden of no. 32 Bangor Street;*
- b) *Noise from the proposed louvre/duct equipment and existing kitchen fans;*
- c) *Noise from deliveries and rubbish collection from Bangor Street;*

- d) *Parking/highway safety;*
- e) *Inadequate toilet facilities;*
- f) *Principle of the change of use of a retail unit to a restaurant. There are more than enough eating and takeaway establishments in this locality, which is now almost 50% occupied by food outlets;*
- g) *Visual impact with particular regard to Roath Park Conservation Area;*
- h) *Antisocial behaviour.*
- i) *Increased litter.*

8. **ANALYSIS**

8.1 **Land Use Policy**

Policy R4 aims to promote and protect the shopping role of District Centres while supporting a mix of appropriate uses and thereby controlling the location and number of non-shopping uses. (Uses other than A1). The presumption is that within District and Local Centres, the primary shopping function should be retained, i.e. A1 uses. Policy R4 confirms that retail, office, leisure and community facilities will be favoured within the District Centres, including Albany Road/Wellfield Road and provides the criteria against which proposals for change of use will be assessed. This includes:

- Being of a scale appropriate to the particular centre;
- Not impeding the effective use of upper floors;
- Not causing unacceptable harm to the predominant shopping role and character of the centre, the vitality, attractiveness and viability of a specific frontage or group of frontages; and

Where a change of use from an A1 unit to a non-shopping use (use class other than A1) is proposed, the assessment in terms of unacceptable harm takes account of:

- The existing level and nature of non-shopping uses within the centre as a whole;
- Whether any have unimplemented planning consent for non-shopping uses;
- The size of the retail unit in relation to the overall size of a centre or a specific groups of frontages; and
- The distribution and proximity of non-shopping uses within a frontage.

Where units are currently occupied by an A1 shop, applicants are advised that the premises should be marketed for A1 uses. Paragraph 4.31 of the Food, Drink & Leisure Uses SPG states that *Where units are vacant, and there appears to be little demand for A1 floorspace, a non-shopping use may add to the vitality of frontages. However, vacancy rates will be carefully assessed, since a recently vacated unit may have the potential to attract an A1 use. It is suggested that a vacant A1 unit within reasonable condition should be actively marketed for its current format for a period of at least 6 to 12 months, before a restaurant/café/hot food takeaway is considered appropriate.* In this instance, the premises is an occupied A1 retail unit and no evidence has been provided to demonstrate the unit has been marketed. As such the proposal is considered contrary to Policy R4.

8.2 Residential Amenity

Policy R8 of the LDP identifies that A3 (food and drink) uses are most appropriately located in the City Centre, the Bay and District and Local Centres, and the Food, Drink and Leisure Uses SPG identifies that A3 (food and drink) uses are most appropriately located in the City Centre Principal Shopping Area, District and Local Centres and the City Centre Principal Business Area. It is noted that there is residential accommodation at first floor level of buildings within the vicinity, however the site is located within a commercial centre and residents in such a mixed use area cannot expect the same standards of amenity as those living in a wholly residential area.

The request from Neighbourhood Services that a noise and odour impact assessment is undertaken to demonstrate how residential amenity is not adversely affected is noted. In the event that the proposal was otherwise acceptable, a condition would be imposed requiring a noise and odour impact assessment to be submitted and agreed prior to installation of the external extraction equipment.

With regard to opening hours paragraph 5.26 of the Food, Drink & Leisure Uses SPG recommends that hours of openings in district centres are normally restricted to 11.30pm, accordingly the proposed opening hours are considered reasonable.

It is noted that there is an external area at the rear of the premises. Paragraph 5.26 of the Food, Drink & Leisure Uses SPG states that *'any external seating area should also be restricted to no later than 9.00pm in the interests of residential amenity'*. In the event that the proposal was otherwise acceptable, a condition would be imposed to restrict the hours of use of the external area to be consistent with permissions granted within the Albany Road/Wellfield Road district centre at nos. 3, 36, 41, 43, 53 and 55 Wellfield Road.

Having regard to the above it is not considered that the proposal would have any unreasonable amenity impact.

8.3 Design

The proposed external extraction flue would be sited at the rear on a secondary elevation of minimal architectural merit, not visible from the primary public realm. The extraction grille to the first floor front elevation would be of appropriately small scale and positioned within an existing partially blocked up window opening. As such, it is not considered that the proposal would have any adverse visual impact upon the street scene.

8.4 Crime & Disorder

Paragraph 3.11 of Planning Policy Wales states that *'Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take. Crime prevention and fear of crime are social considerations to which regard should be given in the preparation of*

development plans and taking planning decisions. The Food, Drink and Leisure Uses SPG identifies District Centres as an appropriate location for food and drink (A3) uses, subject to detailed considerations. The SPG states that consideration should be given to whether a proposal, in conjunction with existing and approved similar uses, would create a concentration of such uses, or give rise to (or exacerbate) problems of public safety and security. South Wales Police were consulted, no comments were received. Having regard to the above it is not considered that the proposal would have any unreasonable crime/disorder impact.

8.5 Transportation

The Managing Transportation Impacts (Incorporating Parking Standards) SPG identifies a minimum requirement of no car parking spaces and cycle parking for staff at a ratio of 2 per 100 square metres for class A3 uses. The proposed use is therefore considered to be car parking policy compliant. Secure and covered cycle parking for staff use can be satisfactorily accommodated at the rear.

8.6 Access

The entrance is level with the street, it is therefore considered that the proposal is inclusive in terms of access equality.

8.7 Other Matters

The request from Waste Management for a litter bin to be placed outside the unit is not considered reasonable having regard to the proposed use as a restaurant and that there are existing litter bins within Wellfield Road.

8.8 Representations

The representations received from neighbouring residents are noted. Specific issues are addressed as follows:

- a) Loss of amenity to rear garden of no. 32 Bangor Street: It is considered that the proposal would not result in unacceptable impact as detailed within the above amenity analysis. In the event that the proposal was otherwise acceptable, a condition would be imposed to restrict the hours of use of the external area.
- b) Noise from the proposed louvre/duct equipment: It is considered that the proposal would not result in unacceptable noise consequences as detailed within the above amenity analysis. In the event that the proposal was otherwise acceptable, a condition would be imposed requiring a noise and odour impact assessment to be submitted and agreed prior to installation of the external extraction equipment as requested by Neighbourhood Services. There are also statutory powers to control noise under the Control of Pollution Act 1990.
- c) Noise from deliveries/rubbish collection: In the event that the proposal was otherwise acceptable, a condition would be imposed to restrict HGV delivery

- times at the rear of the premises.
- d) Parking/highway safety: The proposed use is compliant with the Council's adopted Managing Transportation Impacts (Incorporating Parking Standards) SPG with no off street parking provision as detailed within the transportation analysis.
 - e) Inadequate toilet facilities: Not a material planning matter. Provision of toilet facilities would be required to comply with the Building Regulations.
 - f) Change of use of retail to restaurant: The proposed use is considered contrary to policy R4 of the LDP as detailed within the land use policy analysis, the application is recommended for refusal for this reason.
 - g) Visual impact: The proposed external plant equipment is considered appropriate as detailed in the design analysis. The site is not located within the Roath Park Conservation Area, and although the external plant equipment may be partially visible from the conservation area the equipment would be sited on a secondary elevation within a terrace of commercial premises characterised by such equipment.
 - h) Antisocial behaviour: It is considered that the proposal would not result in unacceptable impact as detailed within the above amenity analysis. In the event that the proposal was otherwise acceptable, conditions would be imposed to restrict the hours of use and prevent change of use within the class A3 use class to a public house.
 - i) Increased litter: It is considered that the proposed use as a restaurant would not intrinsically result in increased litter.

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 of wellbeing objectives as a result of the recommended decision.

8.10 Conclusion

It is concluded that the application is contrary to the planning policy listed, and is recommended that planning permission be refused.

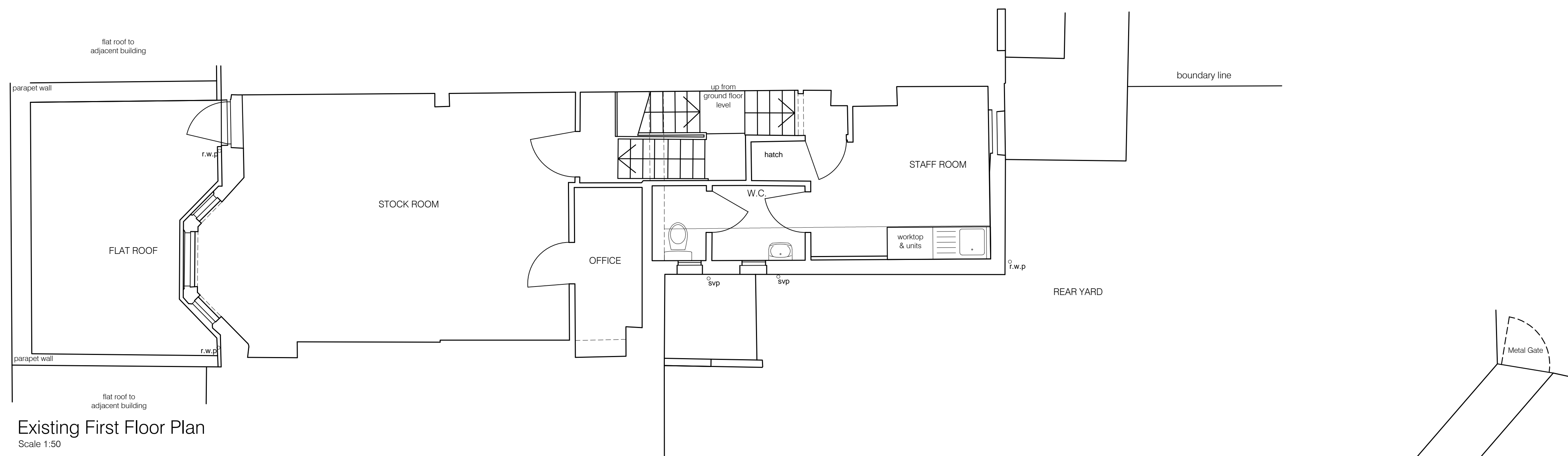


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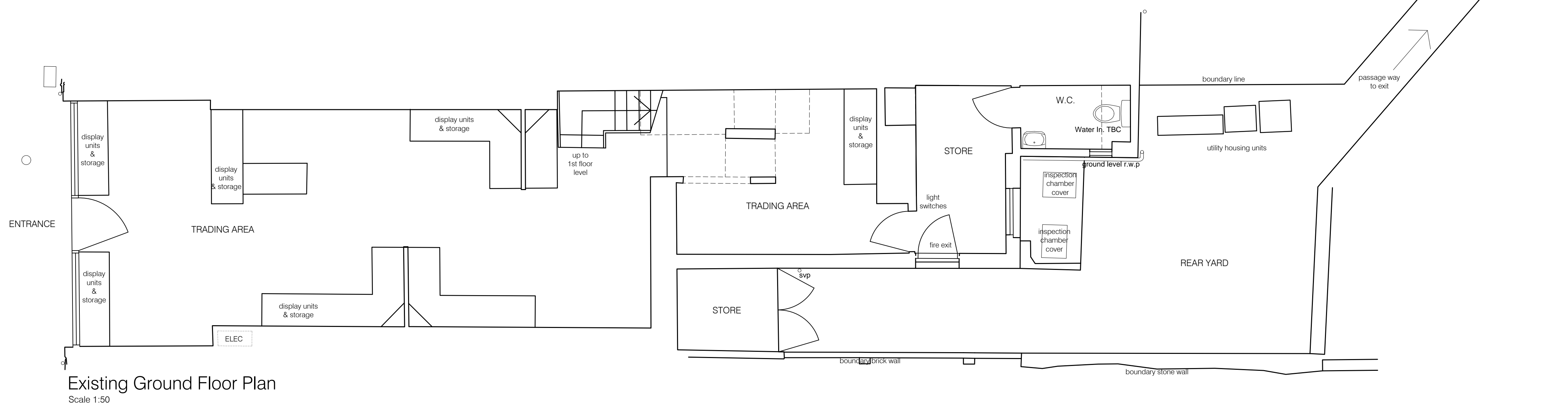


SITE BOUNDARY

REVISIONS			
Rev	by	Date	Comment
A	MD	11.02.2021	Services revised to suit existing



Existing First Floor Plan
Scale 1:50



Existing Ground Floor Plan
Scale 1:50

CLIENT
OOWEE

PROJECT
Wellfield Rd
Cardiff
CF24 3PA

TITLE
Existing Plans

DRAWN
MD

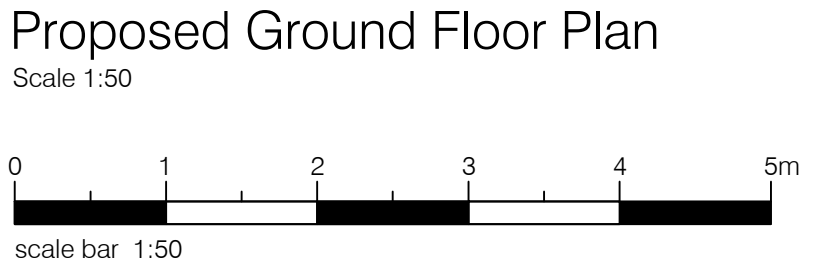
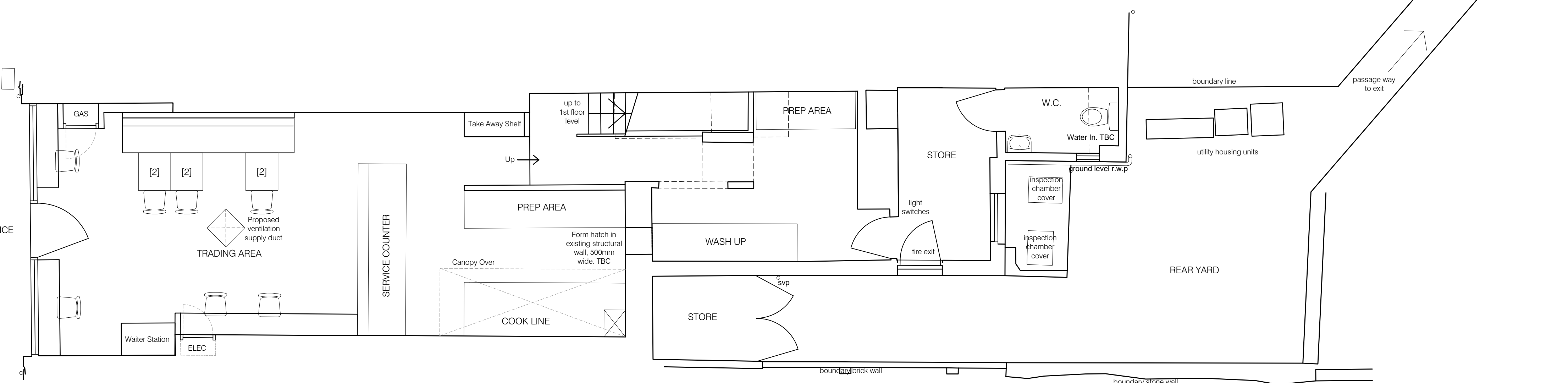
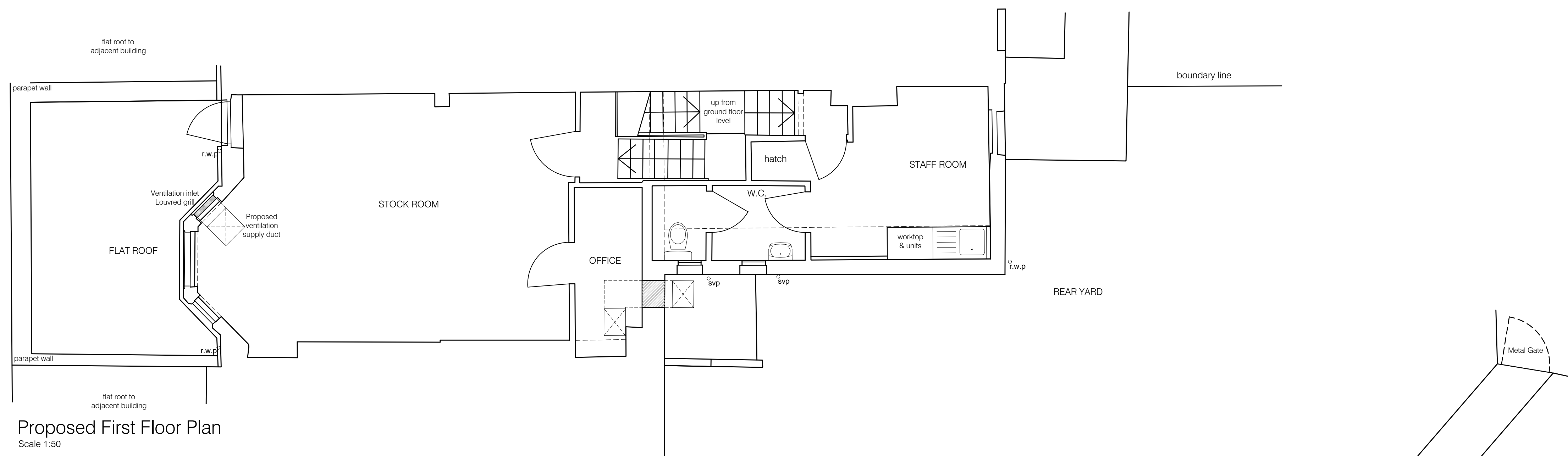
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DATE
Feb' 2021

DRAWING NO.
4789/01/A

REVISIONS			
Rev	by	Date	Comment
A	MD	11.02.2021	Ventilation/service revisions



Covers	
1 person:	4
2 person:	6
Total:	10 Persons

CLIENT
OOWEE

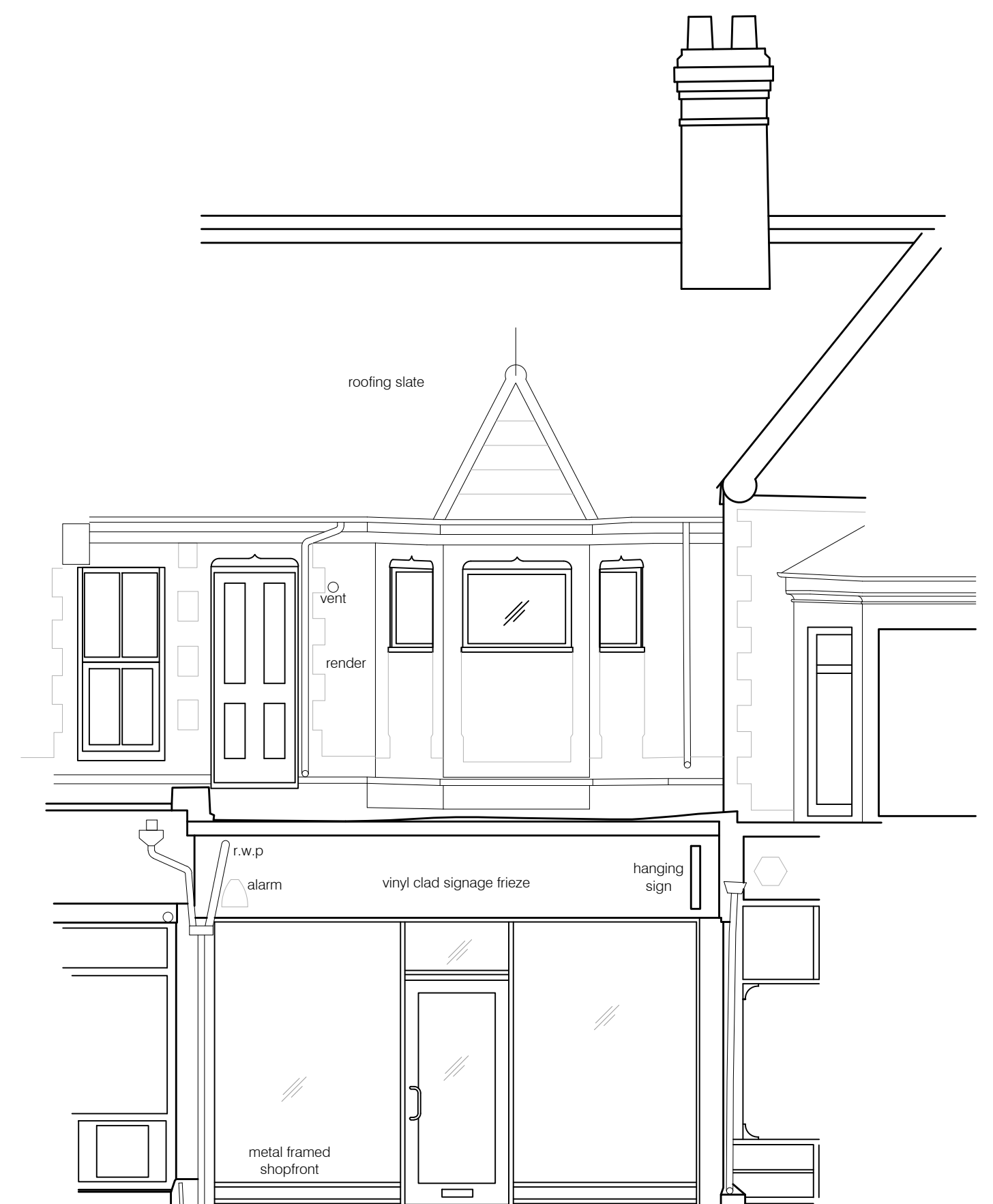
PROJECT
 Wellfield Rd
 Cardiff
 CF24 3PA

TITLE
 Proposed Plans
 Option 2

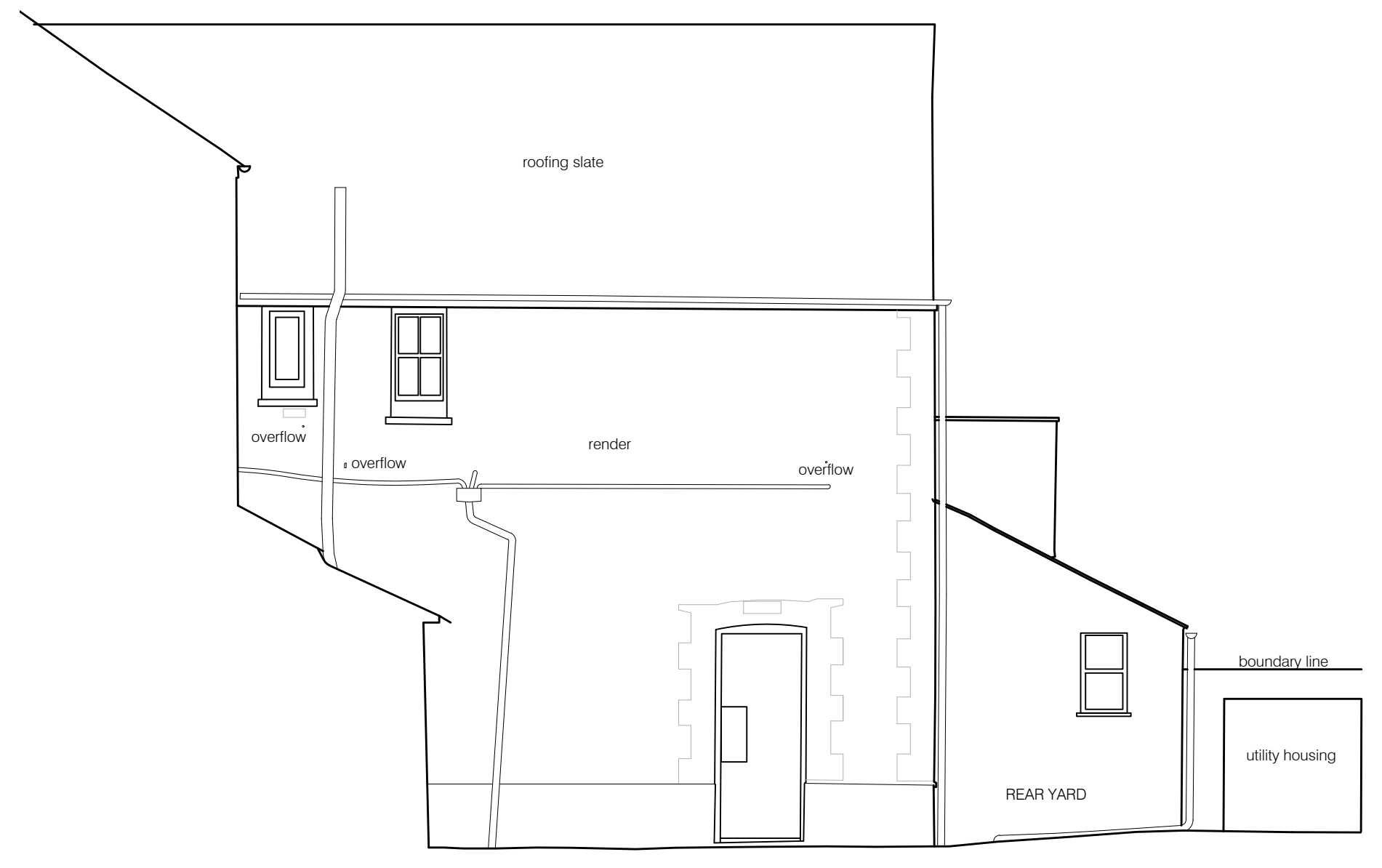
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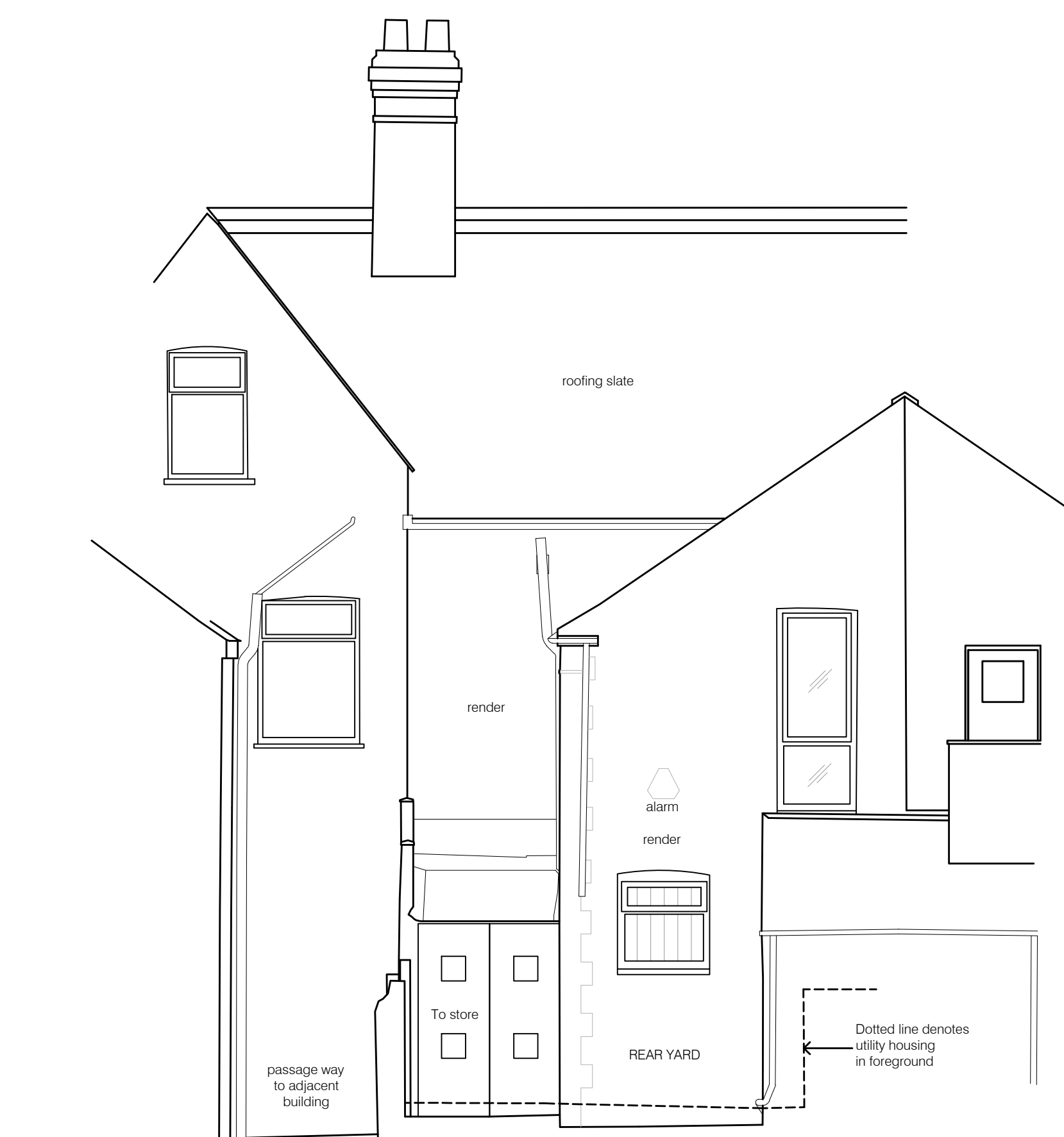
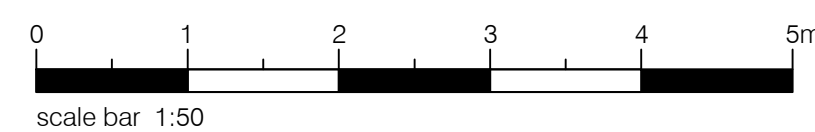
Rev	by	Date	Comment
1			



Existing Front Elevation
Scale 1:50



Existing Rear Side Elevation
Scale 1:50



Existing Rear Elevation
Scale 1:50

CLIENT
OOWEE

PROJECT
Wellfield Rd
Cardiff
CF24 3PA

TITLE
Existing External Elevations

DRAWN
MD

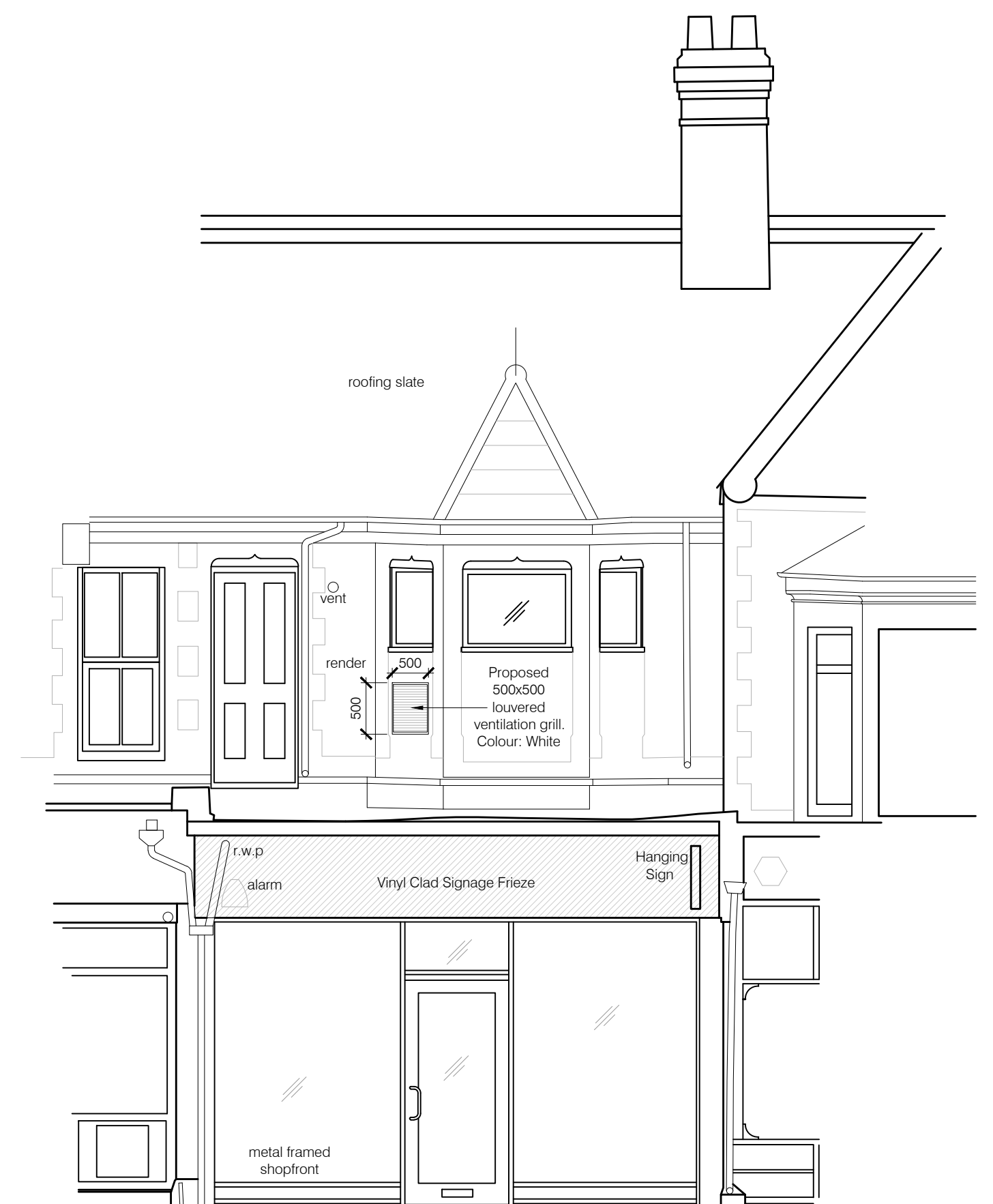
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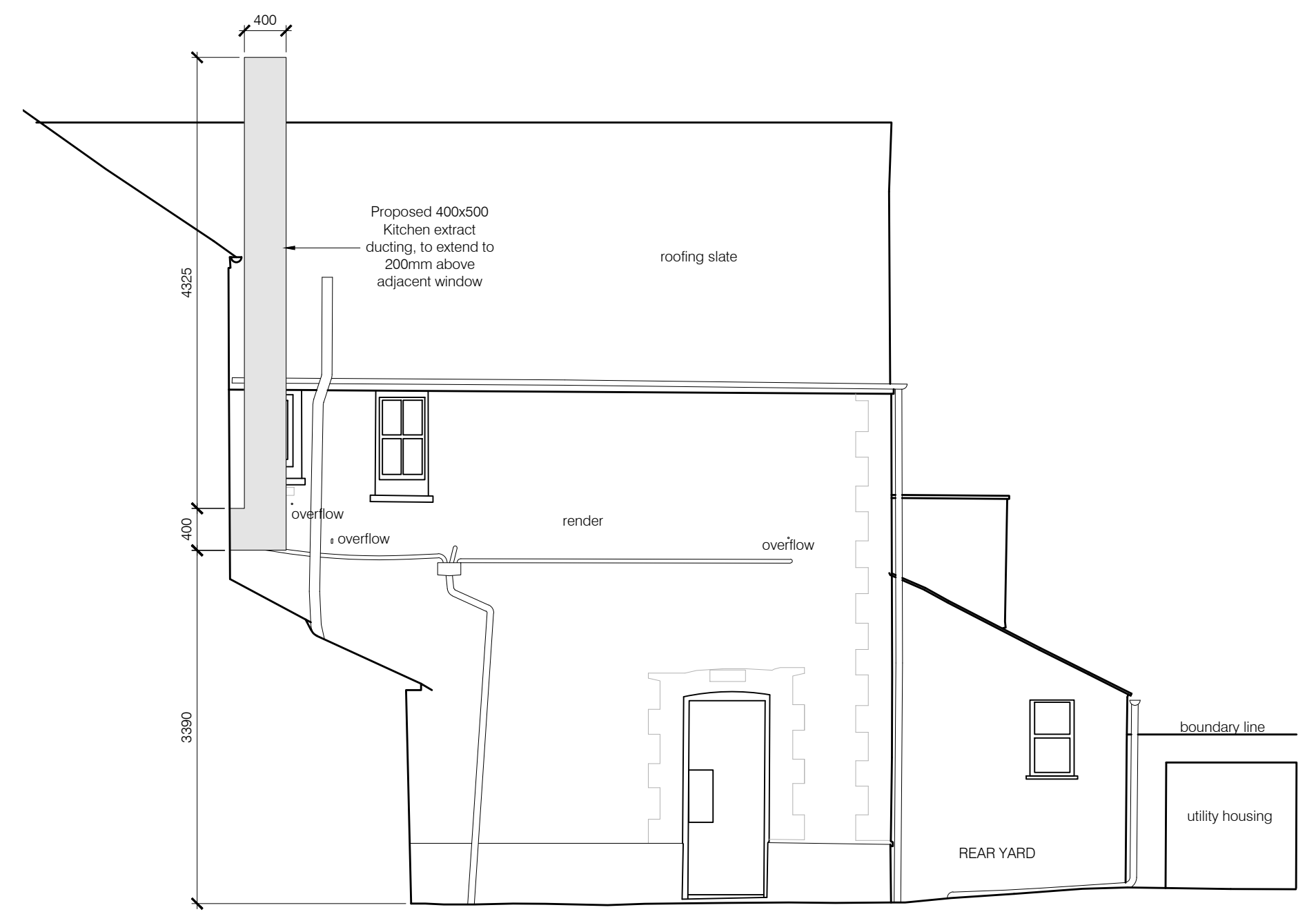
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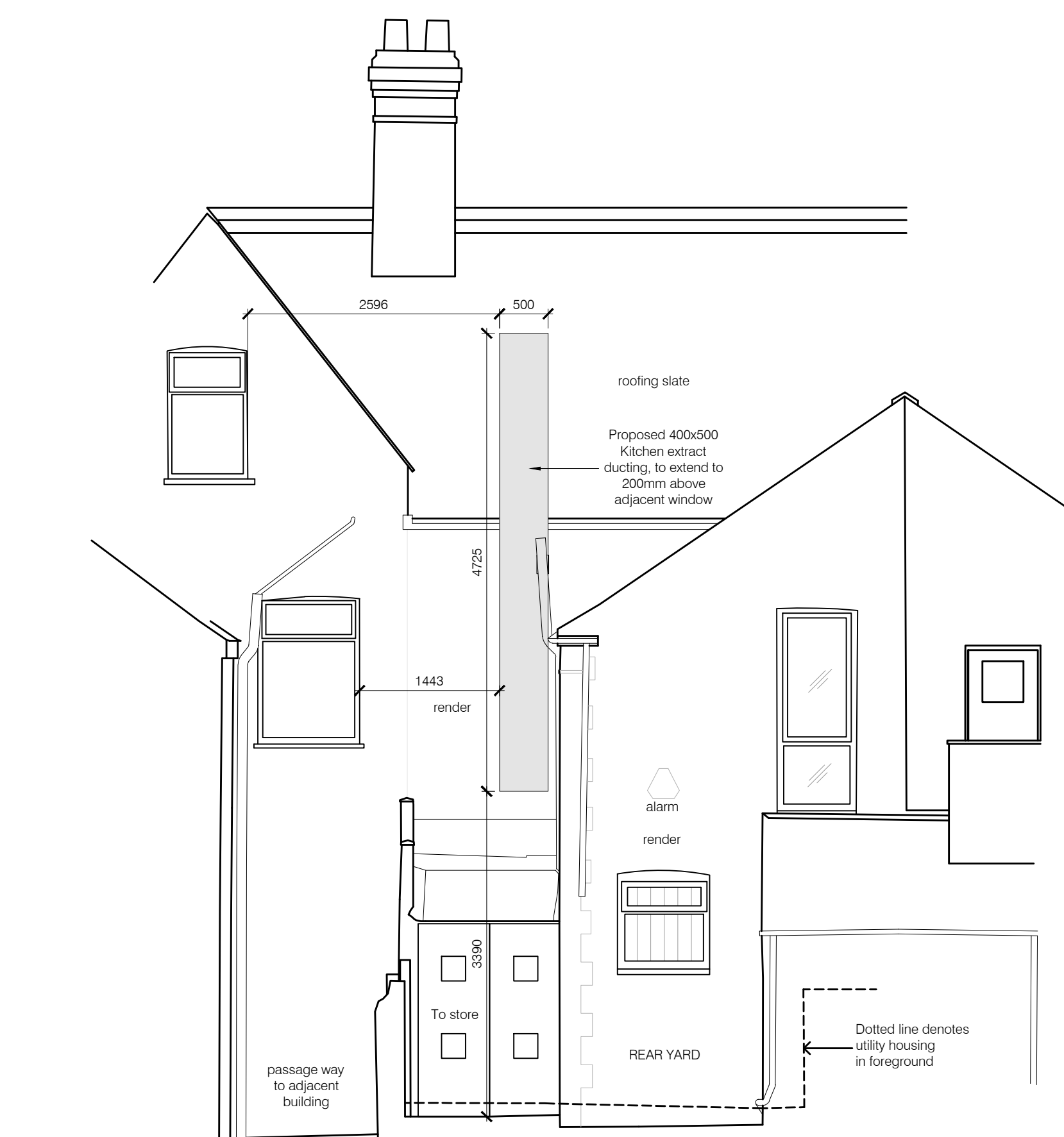
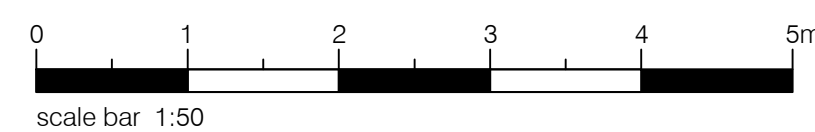
REVISIONS			
Rev	by	Date	Comment
A	MD	11.02.2021	Ventilation information added
B	MD	22.02.2021	Dims added to ventilation



Proposed Front Elevation
Scale 1:50



Proposed Rear Side Elevation
Scale 1:50



Proposed Rear Elevation
Scale 1:50

CLIENT
OOWEE

PROJECT
Wellfield Rd
Cardiff
CF24 3PA

TITLE
Proposed External Elevations

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MD

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DATE
Feb' 2021

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4789/05/B

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PLANNING COMMITTEE:

19 May 2021

**REPORT OF: DIRECTOR - PLANNING, TRANSPORT &
ENVIRONMENT**

**SECTION 257 TOWN AND COUNTRY PLANNING ACT 1990, PUBLIC
FOOTPATH RADYR NO.37**

Reason for the Report

1. As part of Planning Application 14/02733/MJR for the Plasdwr Residential Development, the Public Footpath Radyr No.37 is proposed to be realigned within a green corridor. The northern section the footpath, a new pedestrian crossing on Llantrisant Road will provide improved access to link with Public Footpath Radyr No.38 heading towards the Radyr Golf Club.
2. A confirmed legal order will allow the footpath to be realigned within the new development and the Definitive Map and Statement to be modified to reflect this change.

Background

3. The Public Footpath currently crosses grazing fields for livestock from Llantrisant Road heading south towards St Fagans.
4. There is currently no controlled crossing points on Llantrisant Road to link to Radyr No. 38 to the North. The upgrading and widening of Llantrisant Road for multiple benefits will include a controlled pedestrian crossing. Due to the location of the controlled crossing, bus stops and the proposed school location, the footpath needs to be diverted.
5. The Public Footpath will be retained within a green corridor and will provide good links to the neighbouring communities and school.

Issues

6. The diversions of the footpaths must be confirmed prior to building works to be completed. If there are objections to the order, an amended planning application would be required to retain the existing path alignment.

Local Member Consultation

7. No objections received. Radyr Morganstown Community Council, St Fagans Community Council and Ward Members Cllr McKerlich and Cllr Graham Thomas have been consulted. Adjacent landowners, utilities and user groups have also been consulted.

Legal Implications

8. The power to make a stopping up or diversion order under s.257 of the Town & Country Planning Act 1990 (TCPA 1990) is a discretionary power. [Section 257](#) of the TCPA 1990 permits the making of an order for the stopping up or diversion of a footpath or bridleway which is necessary to enable development to be carried out either:

- In accordance with a valid planning permission or
- By a government department.

A conflict between the planning permission and a footpath or bridleway is essential for the grant of a stopping up or diversion order under section 257. The footpath or bridleway does not need to be obstructed by the intended physical development, a change of use of the land can be sufficient, provided the change of use requires the footpath or bridleway to be closed or diverted.

9. The order may provide for the:
 - Creation of an alternative highway or improvement of an existing highway for use as a replacement for the one authorised to be stopped up (section 257(2)(a), TCPA 1990).
 - Protection of any rights statutory undertakers have in respect of their apparatus that immediately before the date of the order is under, in, on, over, along or across the footpath or bridleway (section 257(2)(c), TCPA 1990).
 - Payment of costs for carrying out the works (section 257(2)(d), TCPA 1990).
10. An application for a stopping up or diversion order under [section 257](#) of the TCPA 1990 cannot be made or confirmed once the relevant development is

“substantially complete”. A stopping up order does not affect any private rights of way that exist over the land.

11. The grant of planning permission for the development of land over which there is a public right of way does not in itself constitute authority for interference with the right of way or for its closure or diversion. It cannot be assumed that because planning permission is granted, a stopping up or diversion order will automatically be made. Conditions can be imposed on a stopping up or diversion order tying it to the relevant planning permission in terms of timescale and the need to serve notice on the local highway authority before implementing the order.
12. The procedure for making an order under [section 257](#) of the TCPA 1990 is governed by [Schedule 14](#) to the TCPA 1990 (Procedure for footpaths and bridleways orders) and involves the Council giving various notices in the prescribed form stating the general effect of the order. If no representations or objections are duly made, or if any so made are withdrawn, the Council may confirm the order (but without any modification). Where any representation or objection which has been duly made is not withdrawn the matter is referred to the First Minister of the National Assembly for Wales. Before confirming the order The First Minister will either cause a local inquiry to be held; or give any person by whom any representation or objection has been duly made and not withdrawn an opportunity of being heard by a person appointed by the Secretary of State for the purpose. After considering the report of the person appointed to hold the inquiry or hearing, the First Minister may confirm the order, with or without modifications (Section 257(4), TCPA 1990.) An order made under section 257 of the TCPA 1990 is not effective until it is confirmed ([section 259, TCPA 1990](#)).
13. No compensation is payable in respect of those adversely affected by the order.
14. Other Considerations
 - [Equality Act](#) - In considering this matter the decision maker must have regard to the Council’s duties under the Equality Act 2010. Pursuant to these legal duties Councils must, in making decisions, have due regard for the need to:
 - eliminate unlawful discrimination
 - advance equality of opportunity
 - foster good relations on the basis of protected characteristics
 - [Section 17 of the Crime and Disorder Act 1998](#) - This imposes a duty on the Council, when exercising its functions, to take account of community safety dimension, with a view to reduce local crime and disorder in its area.

- The Active Travel (Wales) Act 2013 - Before exercising its functions under the 1984 Act, the Council must have regard to its duties under The Active Travel (Wales) Act 2013, the Welsh Language (Wales) Measure 2011.
- Well Being of Future Generations (Wales) Act 2015 - The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible. The wellbeing duty also requires the Council to act in accordance with a 'sustainable development principle'. This means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future.

Financial Implications

15. Redrow Development has paid the application fee which includes Legal and Highways resources.

Recommendations

16. The recommendation is for Planning Committee to approve the application in order for Legal Services to process the Legal Order.

ANDREW GREGORY
DIRECTOR, TRANSPORT, PLANNING & ENVIRONMENT

15 April 2021

Appendices:

Appendix A: Map of proposal Radyr 37

Background Papers:

Diversion Application

Officer Decision Approval

Adran 257 o Ddeddf Cynllunio Gwlad a Thref 1990
Section 257 of the Town & Country Planning Act 1990
Lleoliad / Location: Llantrisant Rd

100 m
200 ft

Radyr Golf Club

Llantrisant Road

C

A

B

Allwedd y Map / Map Key



(A - B) Rhan o'r Llwybr Troed i'w Chau
 (A - B) Footpath section to be Stopped Up



(C - B) Gwriad Arfaethedig
 (C - B) Proposed Diversion

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CHIEF EXECUTIVE

Neuadd y Sir, Glanfa'r Iwerydd
 CAERDYDD CF10 4UW
 Tel: 029 20872088

County Hall, Atlantic Wharf
 CARDIFF CF10 4UW
 Tel: 029 20872087

Cyngor Caerdydd

Cardiff Council



Radyr No.37 Footpath

Scale: 1:5000

Date: 4/6/2020 at 10:30 AM

Coordinates:

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Ordnance Survey 100023376 (2014).

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**PLANNING COMMITTEE:****19 May 2021**

REPORT OF: DIRECTOR - PLANNING, TRANSPORT & ENVIRONMENT

SECTION 257 TOWN AND COUNTRY PLANNING ACT 1990, PUBLIC FOOTPATH RADYR NO.38**Reason for the Report**

1. The developer, Redrow, has received outline planning consent for Application Number 14/02733/MJR for the PlasDwr Residential Development. The Public Footpath Radyr No.38 is proposed to be realigned through green spaces in the new development. Radyr Golf Club and Redrow Developers are jointly applying for the realignment of the footpath crossing both of their land parcels to provide a safer path for walkers.
2. A confirmed legal order will allow the footpath to be diverted around the boundary of Radyr Golf Club and within the new development. The Definitive Map and Statement to be modified to reflect this change.

Background

3. The Public Footpath currently crosses the Radyr Golf Course putting green and exits by means of a stile. The footpath continues across a grazing field to terminate on Llantrisant Road. There is currently no controlled crossing points on Llantrisant Road to link to Radyr No. 37 to the south.

4. The proposed diversion from Fford Las will follow the permissive path around Radyr Golf Club Hole No.5 to the stile. The stile will be replaced with a kissing gate to improve access for walkers. The footpath will continue along a grass verge and alongside the allotments towards Llantrisant Road. The footpath will then continue to the North between the hedgerow adjacent to Llantrisant Road and the allotment boundary fence with an approximate width of 3m unsurfaced path. There will then be a gap in the hedge to connect to the pedestrian crossing at Llantrisant Road to continue along Radyr No.37 footpath to the south.

Issues

5. This Public Footpath Radyr No.38 diversion application is being processed at the same time as the Public Footpath Radyr No.37. Both footpaths require diversions as they are both affected by the same development.
6. This Diversion Application will inform the Reserved Matters (RM) application. If the proposed diversion of the footpath is not achievable due to unknown factors during the RM consultation, this Section 257 diversion application will require amendment.

Local Member Consultation

7. Consultation included:

- Radyr Morganstown Community Council
- St Fagans Community Council
- Ward Members: Cllr McKerlich and Cllr Graham Thomas
- Adjacent landowners
- Utilities and
- User Groups

8. Cllr McKerlich requested the inclusion of Radyr Golf Club as part of the diversion application. This has now been agreed between Redrow and the Golf Club Management.
9. As part of the initial consultation, Radyr & Morganstown Community Council (RMCC) objected to the proposed diversion (see Appendix 1). Their objection was withdrawn.

Radyr Golf Club path alignment issue

10. RMCC and Cllr McKerlich requested the footpath section crossing Radyr Golf Club should be included as part of the diversion application. The footpath crosses Hole no.5 putting green and can cause conflict between path users and club members. Radyr Golf Club provide an alternative permissive path around the outer perimeter of the green for walkers to use. As this is permissive, walkers have a legal right to use the path crossing the green if they wish. Signage has been improved on site to inform both walkers and members of the paths available and to give way to walkers.
11. Initially PRoW Officers advised RMCC and Cllr McKerlich this section of the footpath could not be considered as it is outside of Redrow's land ownership. Radyr Golf Club and Redrow have now agreed to jointly apply for the diversion of the footpath to improve safety and access across both parcels of landownership.

Allotments and Llantrisant Rd Section

12. RMCC objected to the footpath not being retained within a green corridor and provided alternatives to be considered by PRoW Officers, Planning and Redrow. It was noted that Llantrisant Road would be a busy route even with the improvements being made and not appropriate diversion of the footpath. They proposed the diversion should be along the outer boundary of the Radyr Golf Club to Llantrisant Road with a width of 2m path. This would be a pleasant walk alongside a hedge on one side and the allotments on the other side.

13. The request was submitted to Highways – Transportation Team, Planning and the Developer for consideration. Comments from Officers confirmed this was not viable as this area of land has a specific allocation for allotments. If the footpath were to cross the allotments, additional fencing and access gates would be required. This would risk the security of the site and loss of allotment grounds. If Redrow were to proceed with diverting along this boundary then the Reserved Matters application would be at risk of not being approved by planning.
14. RMCC continued to object to the proposed diversion unless the footpath section along Llantrisant Road was situated behind the hedgerow along the maintenance track adjacent to the western side of the allotments. This option was not supported by Highways and Parks Officers as the path would be unsurfaced, unlit and would only be 1.5m width. It would be difficult for walkers to use as the hedge growth would reduce the footpath width further and would create a narrow alleyway.
15. A site visit on October 15, 2020 was undertaken with Redrow representative, Tristan Brooks, Jennifer Griffiths (PRoW Officer) and RMCC Officers to discuss the reasons for objections by RMCC and consider any alternatives to the proposed route alignment. Mr Brooks confirmed the maintenance track behind the hedge along Llantrisant Rd would be 3m wide and therefore would be sufficient for walkers. There would also be partial overspill of street lighting onto the footpath. Walkers could choose if they wanted to use the new footway on Llantrisant Road or the maintenance path. Both RMCC and PRoW Officers are now satisfied with the route alignment.

Legal Implications

16. The power to make a stopping up or diversion order under s.257 of the Town & Country Planning Act 1990 (TCPA 1990) is a discretionary power. Section 257 of the TCPA 1990 permits the making of an order for the stopping up or diversion of a footpath or bridleway which is necessary to enable development to be carried out either:

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A conflict between the planning permission and a footpath or bridleway is essential for the grant of a stopping up or diversion order under section 257. The footpath or bridleway does not need to be obstructed by the intended physical development, a change of use of the land can be sufficient, provided the change of use requires the footpath or bridleway to be closed or diverted.

17. The order may provide for the:

- Creation of an alternative highway or improvement of an existing highway for use as a replacement for the one authorised to be stopped up (section 257(2)(a), TCPA 1990).
- Protection of any rights statutory undertakers have in respect of their apparatus that immediately before the date of the order is under, in, on, over, along or across the footpath or bridleway (section 257(2)(c), TCPA 1990).
- Payment of costs for carrying out the works (section 257(2)(d), TCPA 1990).

18. An application for a stopping up or diversion order under section 257 of the TCPA 1990 cannot be made or confirmed once the relevant development is “substantially complete”. A stopping up order does not affect any private rights of way that exist over the land.

19. The grant of planning permission for the development of land over which there is a public right of way does not in itself constitute authority for interference with the right of way or for its closure or diversion. It cannot be assumed that because planning permission is granted, a stopping up or diversion order will automatically be made. Conditions can be imposed on a stopping up or diversion order tying it to the relevant planning permission in terms of timescale and the need to serve notice on the local highway authority before implementing the order.

20. The procedure for making an order under section 257 of the TCPA 1990 is governed by Schedule 14 to the TCPA 1990 (Procedure for footpaths and bridleways orders) and involves the Council giving various notices in the prescribed form stating the general effect of the order. If no representations or objections are duly made, or if any so made are withdrawn, the Council may confirm the order (but without any modification). Where any representation or objection which has been duly made is not withdrawn the matter is referred to the First Minister of the National Assembly for Wales. Before confirming the order The First Minister will either cause a local inquiry to be held; or give any person by whom any representation or objection has been duly made and not withdrawn an opportunity of being heard by a person appointed by the Secretary of State for the purpose. After considering the report of the person appointed to hold the inquiry or hearing, the First Minister may confirm the order, with or without modifications (Section 257(4), TCPA 1990.) An order made under section 257 of the TCPA 1990 is not effective until it is confirmed (section 259, TCPA 1990).
21. No compensation is payable in respect of those adversely affected by the order.

Other Considerations

22. Equality Act - In considering this matter the decision maker must have regard to the Council's duties under the Equality Act 2010. Pursuant to these legal duties Councils must, in making decisions, have due regard for the need to:

- eliminate unlawful discrimination
- advance equality of opportunity
- foster good relations on the basis of protected characteristics

23. Section 17 of the Crime and Disorder Act 1998 - This imposes a duty on the Council, when exercising its functions, to take account of community safety dimension, with a view to reduce local crime and disorder in its area.

24. The Active Travel (Wales) Act 2013 - Before exercising its functions under the 1984 Act, the Council must have regard to its duties under The Active Travel (Wales) Act 2013, the Welsh Language (Wales) Measure 2011.

25. Well Being of Future Generations (Wales) Act 2015 - The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible. The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future.

Financial Implications

26. Redrow Development has paid the application fee, which includes Legal and Highways resources.

Recommendations

27. The recommendation is for Planning Committee to approve the application in order for Legal Services to process the Legal Order.

ANDREW GREGORY
DIRECTOR, TRANSPORT, PLANNING & ENVIRONMENT
29 April 2021

Appendices:

Appendix 1: Radyr 38 Map
Appendix 2: Photos

Background Papers:

Diversion Application
RMCC Objections and Withdrawal
Officer Decision Approval
Summary of Approved Allotment Plan (P18-0655-15F)

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S.257 Town & Country Planning Act Diversion
Location: Radyr, Public Footpath Radyr 38

100 m
200 ft

Radyr Golf Club

A

B

E

F

D

Llantrisant Rd

Allwedd y Map / Map Key



(A-B-D) Rhan o'r Llwybr Troed i'w Chau
(A-B-D) Footpath section to be Stopped Up



(A-E-B-F) Gwriad Arfaethedig
(A-E-B-F) Proposed Diversion

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CARDIFF CF10 4UW
Tel: 029 20872087

Cyngor Caerdydd

Cardiff Council



Radyr No.38 Footpath

Scale: 1:5000

Date: 4/6/2020 at 10:30 AM

Coordinates:

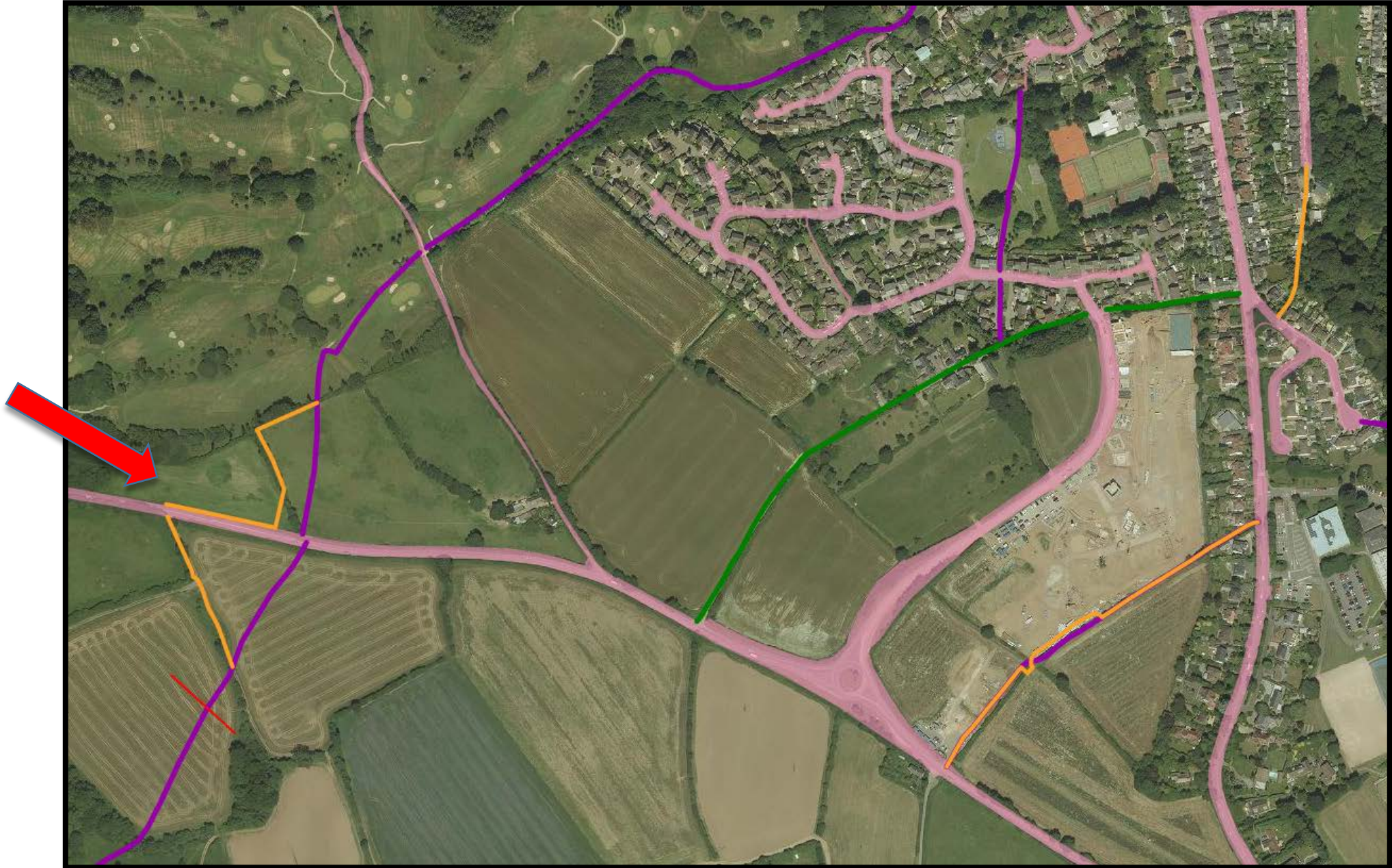
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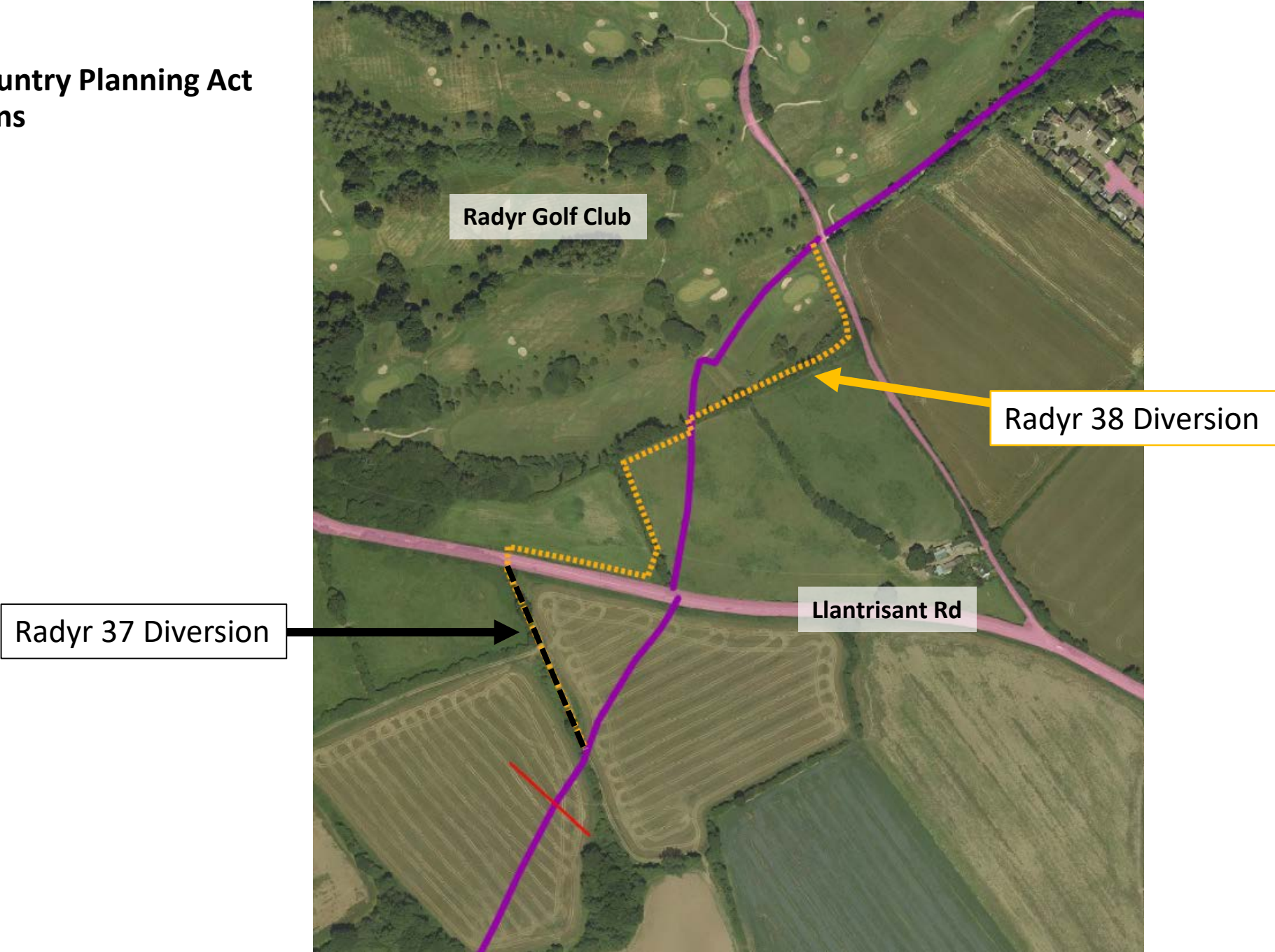
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Section 257 Town and Country Planning Act Radyr 37 and 38 Diversions



**Section 257 Town and Country Planning Act
Radyr 37 and 38 Diversions**





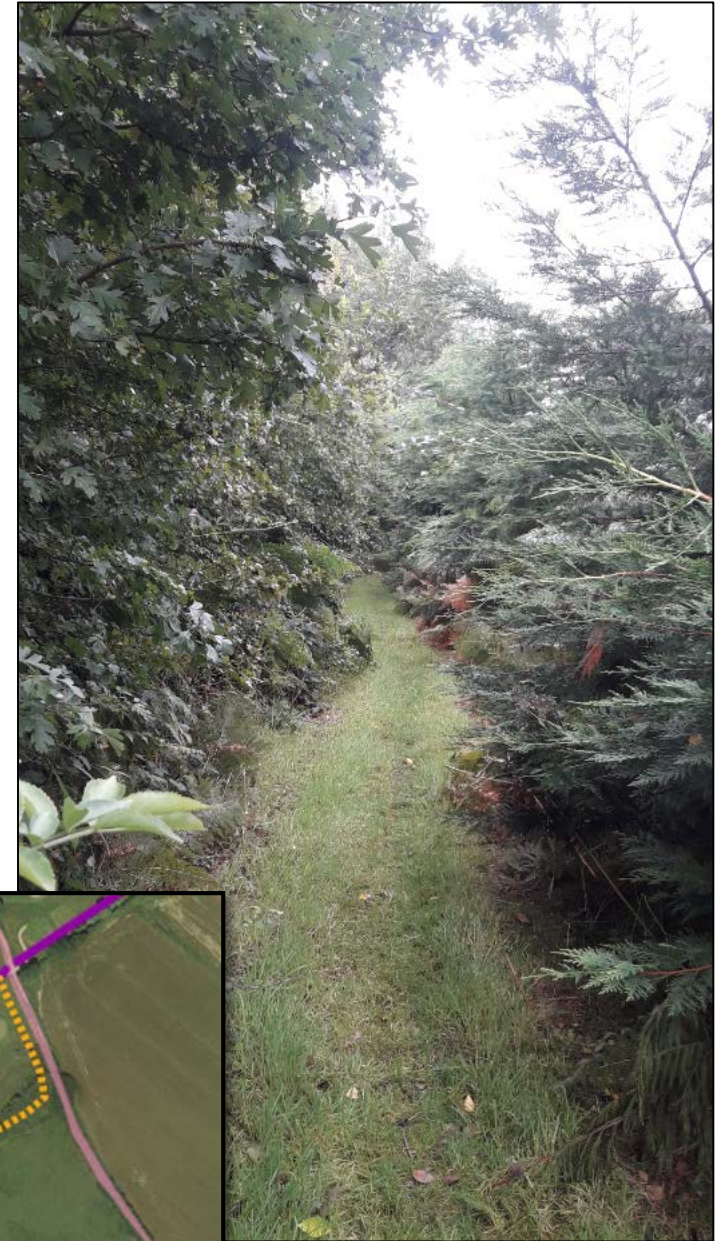
Radyr Golf Club to Redrow's development:

- The Public Footpath crosses the green to the row of conifers on the boundary with Redrow.
- There is a stile within the conifers to exit the golf course. This will be replaced with a kissing gate to improve accessibility.



The proposed diversion around the golf course boundary is currently a mown path and waymarked as a permissive footpath.

Maintaining the vegetation encroachment is the responsibility of Radyr Golf Club.





Above is the current informal crossing of Llantrisant Rd.

Radyr 38 Footpath will be diverted from this location to a new controlled crossing to link to the diverted Radyr 37 footpath.

Currently this is a private farm track shown in photo on the right.



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Cardiff Council : Strategic Planning And Environment : Development Control

Applications Decided between 05/04/2021 and 09/04/2021

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
ADAMSDOWN								
21/00036/MJR	13/01/2021	CCHA	DOC	LONGCROSS HOUSE, LONGCROSS STREET, ADAMSDOWN, CARDIFF, CF24 0JW	DISCHARGE OF CONDITIONS 3 (PERMEABILITY TESTS), 5 (CONTAMINATION), 13 (EXTERNAL MATERIALS), 14 (ARCHITECTURAL DETAILING) AND 19 (MEANS OF ENCLOSURE) OF 17/02902/MJR	06/04/2021	Full Discharge of Condition	Discharge of Conditions
PRAP/21/00009/MJR	12/02/2021	Hutchison 3G UK Ltd	PAT	LAND AT BROADWAY, ADAMSDOWN	INSTALLATION OF A 18 METRE-HIGH MONOPOLE SUPPORTING 6 NO. ANTENNAS AND 2 NO. TRANSMISSION DISHES, 4 NO. EQUIPMENT CABINETS AND DEVELOPMENT WORKS ANCILLARY THERETO	06/04/2021	Permission Required	Other Consent Types

BUTETOWN

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00320/MJR	11/02/2021	First Inn Ventures	NMA	HOLIDAY INN EXPRESS, LONGUEIL CLOSE, ATLANTIC WHARF, CARDIFF, CF10 4EE	AMENDMENTS TO APPROVED DRAWINGS TO REFLECT ALTERATIONS TO THE LOBBY ENTRANCE, ADDITION OF AN INTERNAL DOOR, CHANGE IN MORTAR COLOUR AND REINSTATEMENT OF PARKING BARRIERS - PREVIOUSLY APPROVED UNDER 18/00455/MJR	07/04/2021	Permission be granted	Non Material Amendment
CANTON								
20/02391/DCH	23/11/2020	Evans	HSE	58 CLIVE ROAD, CANTON, CARDIFF, CF5 1HG	RETENTION OF CONSERVATORY	08/04/2021	Permission be granted	Householder
CATHAYS								
21/00292/DCH	09/02/2021	Edwards	HSE	67 COSMESTON STREET, CATHAYS, CARDIFF, CF24 4LQ	DEMOLITION OF EXISTING CONSERVATORY AND SINGLE STOREY LEAN TO STRUCTURE AND CONSTRUCTION OF SINGLE STOREY EXTENSION	08/04/2021	Permission be granted	Householder
20/02262/MNR	03/11/2020	Cable	FUL	135 WYEVERNE ROAD, CATHAYS, CARDIFF, CF24 4BJ	CONVERSION TO INCLUDE CHANGE OF USE FROM 2 FLATS (C3) TO HOUSE IN MULTIPLE OCCUPATION (C4) WITH GROUND FLOOR REAR EXTENSION AND ASSOCIATED ALTERATIONS	08/04/2021	Permission be granted	Minor - Dwellings (C3)

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
20/02156/MNR	12/11/2020	Edward	FUL	THE COURTYARD, CATHAYS TERRACE, CATHAYS, CARDIFF, CF24 4EL	CONVERSION OF OFFICES AND STUDIO UNITS TO STUDENT ACCOMMODATION	08/04/2021	Permission be granted	Minor - Dwellings (C3)
21/00481/MNR	25/02/2021	Euranglo Cardiff Limited	DOC	SOUTHGATE HOUSE, WOOD STREET, CITY CENTRE	DISCHARGE OF CONDITIONS 3 (EXTERNAL FINISHING MATERIALS) AND 4 (UTILITIES SURVEYS) OF 20/00628/MNR	08/04/2021	Full Discharge of Condition	Discharge of Conditions
21/00542/DCH	03/03/2021	Jeffreys	HSE	39 COBURN STREET, CATHAYS, CARDIFF, CF24 4BQ	GROUND FLOOR EXTENSION AND REAR DORMER ROOF EXTENSION	09/04/2021	Permission be granted	Householder
CREIGAU/ST FAGANS								
21/00347/DCH	16/02/2021	St Fagans Trust Estate	DOC	1-3 CHESTNUT COTTAGES, CROFFT-Y-GENAU ROAD, ST FAGANS, CARDIFF, CF5 6EG	DISCHARGE OF CONDITIONS 4 (EXTERNAL FINISHING MATERIALS) AND 5 (MORTAR MIX) OF 20/01665/DCH	08/04/2021	Full Discharge of Condition	Discharge of Conditions
21/00144/DCH	10/02/2021	Blackmore	HSE	42 PARC-Y-FELIN, CREIGIAU, CARDIFF, CF15 9PB	DEMOLITION OF EXISTING GARAGE AND CONSTRUCTION OF A DOUBLE STOREY SIDE EXTENSION	09/04/2021	Permission be granted	Householder
21/00355/DCH	12/02/2021	Avery	DOC	27 LLEWELYN GOCH, ST FAGANS, CARDIFF, CF5 6HR	DISCHARGE OF CONDITION 3 (ARBORICULTURAL METHOD STATEMENT AND TREE PROTECTION PLAN) OF 20/01194/DCH	09/04/2021	Full Discharge of Condition	Discharge of Conditions

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<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
20/02672/DCH	28/01/2021	Evans	HSE	108 DROPE ROAD, ELY, CARDIFF, CF5 6EP	SINGLE STOREY WRAP AROUND EXTENSION TO SIDE AND REAR ELEVATION	08/04/2021	Permission be granted	Householder

FAIRWATER

A/21/00010/MNR	11/02/2021	Lewis Homes Ltd	ADV	PARCEL 1D, PART 2 OF PHASE 2B ON LAND SOUTH OF LLANTRISANT ROAD, NORTH WEST CARDIFF	ERECTION OF 8.NO FLAGPOLES AND ASSOCIATED BANNERS	08/04/2021	Permission be granted	Advertisements
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GABALFA

21/00446/DCH	26/02/2021	SHIRES	HSE	25 LONGSPEARS AVENUE, GABALFA, CARDIFF, CF14 3NU	DEMOLITION OF THE EXISTING REAR SINGLE STOREY EXTENSION AND CONSERVATORY AND CONSTRUCTION OF A SINGLE STOREY EXTENSION	06/04/2021	Permission be granted	Householder
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TEL/21/00056/T	26/03/2021	Openreach	TEL	FLAT 11, NEWFOUNDLAND COURT, NEWFOUNDLAND ROAD, GABALFA, CARDIFF, CF14 3AU	INSTALLATION OF FIXED LINE BROADBAND ELECTRONIC COMMUNICAITONS APPARATUS	08/04/2021	No Response Sent	Other Consent Types
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GRANGETOWN

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00724/DCH	23/03/2021	Amos	CLD	26 AVONDALE CRESCENT, GRANGETOWN, CARDIFF, CF11 7DE	REMOVE EXISTING ROOF SLATES AND PITCHED ROOFS. SET ASIDE SLATES. BUILD A GABLE END WALL ABOVE THE EXISTING SIDE WALL. RE-ROOF FRONT PITCHED ROOF TO MODERN STANDARDS USING THE ORIGINAL SLATES PREVIOUSLY SET ASIDE. INCLUDE TWO CENTRE HUNG VELUX WINDOWS TO FRONT ELEVATION. CREATE A HIP TO GABLE FLAT ROOF DORMER EXTENSION FACING THE REAR OF THE PROPERTY.	09/04/2021	Permission be granted	Other Consent Types

21/00051/MNR	11/01/2021	TANTI	FUL	COACH HOUSE REAR OF 25 MERCHES GARDENS, GRANGETOWN, CARDIFF, CF11 6RF	CONVERSION OF REAR OUT-BUILDING INTO ONE BEDROOM FLAT WITH EXTERNAL ALTERATIONS	08/04/2021	Planning Permission be refused	Minor - Dwellings (C3)
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HEATH

20/02695/DCH	04/01/2021	Holland	HSE	30 KYLE AVENUE, WHITCHURCH, CARDIFF, CF14 1SS	DEMOLITION OF EXISTING GARAGE AND CONSTRUCTION OF SINGLE STOREY REAR EXTENSION	06/04/2021	Permission be granted	Householder
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<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
TEL/21/00054/T	29/03/2021	Clark Telecom Ltd	TEL	THE MONICO APARTMENTS, PANTBACH ROAD, RHIWBINA, CARDIFF, CF14 1UU	SWAP 3NO ANTENNA WITH 3NO 2.0M ANTENNA AND RELOCATE EXISTING 1NO ANTENNA ONTO NEW YOKE BRACKET. SWAP OUT NO1 CABINET WITH PROPOSED NEW 1NO RBS CABINET .SWAP OUT 1NO GPS NODE WITH NEW EE NO1 GPS NODE ADD EE 1NO ERS & 1NO MK2 TOP BOB TO BE INSTALLED BEHIND ANTENNA	08/04/2021	No Response Sent	Other Consent Types
21/00068/DCH	15/01/2021	Roberts	HSE	133 KING GEORGE V DRIVE NORTH, HEATH, CARDIFF, CF14 4EL	GABLE END ROOF EXTENSION WITH FRONT AND REAR DORMER EXTENSIONS	09/04/2021	Permission be granted	Householder
21/00141/DCH	20/01/2021	COLES	HSE	4 CAE MAEN, BIRCHGROVE, CARDIFF, CF14 1UP	RETENTION OF PROPOSED SINGLE STOREY REAR EXTENSION AND HIP TO GABLE ROOF EXTENSION WITH REAR DORMER AND FRONT DORMERS	09/04/2021	Permission be granted	Householder
LISVANE								
21/00197/DCH	27/01/2021	Mullins	HSE	5 BLOSSOM DRIVE, LISVANE, CARDIFF, CF14 0BE	PROPOSED ENTRANCE PORCH TO FRONT ELEVATION AND SINGLE STOREY REAR EXTENSION INCLUDING A DECKING AREA AND CONCEALED OUTBUILDINGS	09/04/2021	Permission be granted	Householder

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00213/DCH	28/01/2021	Matthews	HSE	32 ROWAN WAY, LISVANE, CARDIFF, CF14 0TD	REMOVAL OF EXISTING SINGLE STOREY SIDE EXTENSION AND CONSTRUCTION OF SINGLE STOREY REAR AND TWO STOREY SIDE EXTENSIONS	06/04/2021	Permission be granted	Householder
21/00331/DCH	10/02/2021	Dhanani	HSE	2 LONGLEAT CLOSE, LISVANE, CARDIFF, CF14 0ES	REAR SINGLE STOREY EXTENSION, FRONT PORCH EXTENSION AND CONVERSION OF GARAGE TO HABITABLE ROOM	08/04/2021	Permission be granted	Householder
LLANDAFF								
21/00345/DCH	16/02/2021	Corbett	HSE	55 BISHOPS WALK, LLANDAFF, CARDIFF, CF5 2HA	PROPOSED 2 STOREY/SINGLE STOREY REAR EXTENSION. EXISTING GARAGE TO BE RE-BUILT AND EXTENDED	06/04/2021	Permission be granted	Householder
20/02258/DCH	10/11/2020	Milton	HSE	15 HEOL FAIR, LLANDAFF, CARDIFF, CF5 2EE	DEMOLITION OF EXISTING CONSERVATORY AND CONSTRUCTION OF SINGLE STOREY REAR EXTENSION	09/04/2021	Permission be granted	Householder
LLANISHEN								
21/00398/DCH	18/02/2021	Brown	HSE	3 GERAINT CLOSE, THORNHILL, CARDIFF, CF14 9BE	SINGLE STOREY REAR/SIDE EXTENSION.	09/04/2021	Permission be granted	Householder

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00356/DCH	17/02/2021	Kingdom	HSE	23 NORTH RISE, LLANISHEN, CARDIFF, CF14 0RN	CONSTRUCTION OF NEW RETAINING WALL AND FENCE ALONG BOUNDARY AND LEVELLING OF GARDEN	06/04/2021	Permission be granted	Householder

LLANRUMNEY

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
TEL/21/00061/T	31/03/2021	WHP Telecoms Ltd	TEL	ST ILLTYDS ROMAN CATHOLIC COLLEGE, NEWPORT ROAD, LLANRUMNEY, CARDIFF, CF3 1XQ	<p>H3G & EE 1No. GPS (8178-HR-DH-W TIME SYNC) UNIT AT 15.3m MEAN HEIGHT I.D. No. 443514 (BEHIND) TO BE REPLACED WITH 1No. GPS ANTENNA (I.D. No. 523902) AT 15.2m</p> <p>H3G & EE 3No. 5258 RRU's (I.D. No's. 443511, 443512 and 443513) & 3No. 3262 RRU's (I.D. No's 443508, 443509 and 443510) 3No 1800 MHA's (I.D'S TBC) AND 3No. BOB's (I.D. No's 443505, 443506 AND 443507) TO BE REMOVED.</p> <p>PROOSED EE 3No. 4480 RRU's (I.D. No's. 523903, 523904 and 523905) & 3No. 4419 RRU's (I.D. No's 523906, 523907 and 523908) 3No. 8863 RRU's (I.D. No's 523909, 523910 and 523911) AT 14.5m & 3 No. MK2 BOB UNIT (I.D's 523915, 523916 AND 523917) at 13.85m TO BE INSTALLED ON EXISTING ANTENNA SUPPORT POLES USING AMPA BOOK MOUNT SOLUTION</p> <p>PROPOSED EE 1No. AIRI CABINET I.D. No 694565 TO BE INSTALLED IN CABIN</p>	08/04/2021	No Response Sent	Other Consent Types

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
					EXISTING EE 1No. IMB05 INSTALLED ON CABLE LADDER TO BE REMOVED.			
					H3G & EE 1No. BTS 3900L I.D. No 246716 TO BE REMOVED.			
					H3G & EE 3No. BOB UNITS ON BOB LADDER (I.D. 373870, 373871, 373872) TO BE REMOVED AND REPLACED WITH EE 3No. MK2 BOB UNITS (I.D. 523912, 523913 AND 523914).			

PENYLAN

TEL/21/00063/T	01/04/2021	Clark Telecom Ltd	TEL	NEWPORT ROAD DNS 2, NEWPORT ROAD, CARDIFF, CF23 9YG	REPLACEMENT OF 1NO. EQUIPMENT CABINET. ALL OTHER ASSOCIATED ANCILLARY EQUIPMENT THERETO AS ILLUSTRATED ON THE ENCLOSED DRAWINGS	08/04/2021	No Response Sent	Other Consent Types
21/00117/DCH	19/01/2021	Prichard	HSE	44 BARON'S COURT ROAD, PENYLAN, CARDIFF, CF23 9DG	PART TWO STOREY AND PART FIRST FLOOR EXTENSION TO SIDE	09/04/2021	Planning Permission be refused	Householder
21/00335/DCH	10/02/2021	Devokota	HSE	94 FFORDD NOWELL, PENYLAN, CARDIFF, CF23 9FB	REAR DORMER ROOF EXTENSIONS	08/04/2021	Permission be granted	Householder

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
A/21/00024/MNR	01/03/2021	Wates Construction	ADV	PROPOSED RESIDENTIAL DEVELOPMENT, HOWARDIAN ADULT LEARNING CENTRE, HAMMOND WAY, PENYLAN, CARDIFF, CF23 9NB	NEW SIGNAGE	08/04/2021	Permission be granted	Advertisements
21/00614/MJR	15/03/2021	c/o Agent	DOC	FORMER COLCHESTER MOTOR COMPANY AND THE THREE BREWERS, COLCHESTER AVENUE, PENYLAN, CARDIFF	DISCHARGE OF CONDITION 7 (ACCESS JUNCTION) OF 20/01255/MJR	08/04/2021	Full Discharge of Condition	Discharge of Conditions
PLASNEWYDD								
TEL/21/00059/T	25/03/2021	Clark Telecom Ltd	TEL	EASTGATE HOUSE, 35-43 NEWPORT ROAD, ROATH, CARDIFF, CF24 0AB	REPLACE 3NO ANTENNA WITH 3NO ERICSSON ANTENNA, REPLACE 1NO GPS NODE WITH 1NO NEW GPS NODE AND UPGRADE WITHIN THE EXISTING CABIN ON STEEL GRILLAGE TOGETHER WITH UPGRADE OF ANCILLARY EQUIPMENT.	08/04/2021	No Response Sent	Other Consent Types
20/02453/DCH	27/11/2020	Darch	HSE	109 STRATHNAIRN STREET, ROATH, CARDIFF, CF24 3JQ	ERECTION OF SINGLE STOREY REAR EXTENSION	09/04/2021	Permission be granted	Householder
21/00574/MNR	09/03/2021	MOHAN	FUL	GROUND FLOOR, CARDIFF CENTRAL ENTERPRISE CENTRE, 14-18 CITY ROAD, ROATH, CARDIFF, CF24 3DL	RETAIN THE CHANGE OF USE OF GROUND FLOOR FROM OFFICES TO RETAIL	09/04/2021	Permission be granted	Minor - Retail (A1-A3)
PONTPRENNAU/ST MELLONS								
21/00378/MNR	15/02/2021	player	DOC	LAND AT CHURCH ROAD, OLD ST MELLONS, CARDIFF	DISCHARGE OF CONDITION 13 (EXTERNAL LIGHTING) OF 19/02819/MNR	06/04/2021	Full Discharge of Condition	Discharge of Conditions

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19/03097/MJR	02/12/2019	Persimmon Homes (East Wales)	RES	LAND EAST OF CHURCH ROAD AND NORTH AND SOUTH OF, BRIDGE ROAD, OLD ST MELLONS	APPLICATION FOR THE APPROVAL OF THE RESERVE MATTERS PURSUANT TO PERMISSION 13/00578/DCO IN RESPECT OF THE PRIMARY SCHOOL, ONE FORM AND NURSERY PROVISION, PLAYING FIELDS AND MULTI-USE GAMES AREA AND COMMUNITY FACILITY WITH ASSOCIATED LANDSCAPING, LAND-REPROFILING, ACCESS AND HIGHWAY WORKS	06/04/2021	Permission be granted	Major - Other Principal Uses

RHIWBINA

21/00454/DCH	23/02/2021	Dineen	HSE	2 LEAMINGTON ROAD, RHIWBINA, CARDIFF, CF14 6BX	SINGLE STOREY EXTENSION TO SIDE AND FRONT ELEVATIONS	09/04/2021	Permission be granted	Householder
TEL/21/00057/T	26/03/2021	Clark Telecom Ltd	TEL	HEOL Y DERI SHOPS, HEOL-Y-DERI, RHIWBINA, CARDIFF, CF14 6HF	UPGRADE TO EXISTING RADIO BASE STATION INSTALLATION (198161)	09/04/2021	Response Sent	Other Consent Types

RIVERSIDE

A/21/00027/MNR	15/03/2021	Cardiff Council	ADV	LITCHFIELD COURT, TUDOR STREET, RIVERSIDE, CARDIFF, CF11 6BF	ADVERTISEMENT SHOWING NAMES OF BUSINESSES LOCATED ON TUDOR LANE	09/04/2021	Permission be granted	General Regulations
21/00094/MNR	15/01/2021	Karamouzis	FUL	GROUND FLOOR, 79 PONTCANNA STREET, PONTCANNA, CARDIFF, CF11 9HS	EXTENSION OF USE CLASS APPROVAL FROM A1 TO A1 AND A3	06/04/2021	Permission be granted	Minor - Retail (A1-A3)

RUMNEY

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
TEL/21/00062/T	31/03/2021	WHP Telecoms Ltd	TEL	ST ILLTYDS ROMAN CATHOLIC COLLEGE, NEWPORT ROAD, LLANRUMNEY, CARDIFF, CF3 1XQ	PRE-APP CONSULTATION - UPGRADE OF BASE STATION	08/04/2021	No Response Sent	Other Consent Types
TEL/21/00060/T	31/01/2021	Vodafone	TEL	NEAR ST ILLTYD'S SCHOOL, NEWPORT ROAD, LLANRUMNEY, CARDIFF, CF3 1XQ	INSTALLATION OF FIBRE TO THE ABOVE ADDRESS UNDER THE TERMS OF THE LEASE BETWEEN VODAFONE AND CARDIFF CITY COUNCIL	09/04/2021	No Response Sent	Other Consent Types

SPLOTT

TEL/21/00055/T	26/03/2021	Clark Telecom Ltd	TEL	CARDIFF BAY BSC, THE TIMBER YARD, EAST MOORS ROAD, SPLOTT, CARDIFF, CF24 5EE	REPLACE 2NO ANTENNAS WITH 2NO ANTENNAS, ADD ANOTHER 1NO ANTENNA, EXISTING 7NO RRU REPLACED WITH 6NO ERS AND EXISTING NO1 CABINET REPLACED WITH NO1 PROPOSED ERICSSON CABINET ON CONCRETE BASE	08/04/2021	No Response Sent	Other Consent Types
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TROWBRIDGE

20/01412/MJR	05/08/2020	United Welsh Housing Association	FUL	LAND ADJACENT TO BEACON CENTRE, HARRISON DRIVE, ST MELLONS	CONSTRUCTION OF 18NO. APARTMENTS TO PROVIDE SHORT TERM RESIDENTIAL ACCOMMODATION WITH ANCILLARY COMMUNAL AND MEETING SPACE AND ASSOCIATED WORKS	08/04/2021	Permission be granted	Major - Dwellings (C3)
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<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00230/MNR	03/02/2021	Cellnex UK Ltd	FUL	LAND AT HEOL LAS, TROWBRIDGE	PROPOSED ADDITIONS AND UPGRADING TO EXISTING BASE STATION INSTALLATION	06/04/2021	Permission be granted	Other Consent Types
21/00160/DCH	15/02/2021	Locke	HSE	1 TERN CLOSE, ST MELLONS, CARDIFF, CF3 0DN	CONVERSION OF GARAGE TO LIVING SPACE AND PART SINGLE STOREY, PART TWO STOREY SIDE EXTENSION	06/04/2021	Permission be granted	Householder
WHITCHURCH/TONGWYNLAIS								
21/00564/DCH	10/03/2021	Duffy	CLD	12 HEOL WAUN Y NANT, WHITCHURCH, CARDIFF, CF14 1JZ	SINGLE STOREY SIDE EXTENSION	06/04/2021	Permission be granted	Other Consent Types
21/00170/MNR	26/01/2021	GBE	FUL	UNIT 1, LONGWOOD DRIVE, WHITCHURCH, CARDIFF, CF14 7HY	INSERTION OF 2 NEW ROLLER SHUTTER DOORS AND 4 FIRE EXIT DOORS IN EXISTING ELEVATION	06/04/2021	Permission be granted	Other Consent Types
20/02055/DCH	21/10/2020	Djialli	HSE	ST HILARION HOUSE, RHIWBINA HILL, TONGWYNLAIS, CARDIFF, CF14 6UP	PROPOSED SINGLE STOREY EXTENSION TO FORM A BATHROOM AND RETENTION OF EXISTING UTILITY ROOM EXTENSION AND ALTERATIONS	06/04/2021	Permission be granted	Householder
21/00020/DCH	15/01/2021	Rose	HSE	48 CORYTON RISE, WHITCHURCH, CARDIFF, CF14 7EN	SINGLE STOREY REAR AND SIDE EXTENSIONS	06/04/2021	Permission be granted	Householder

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
TEL/21/00050/T	23/03/2021	Openreach	TEL	TY NEWYDD, TY ISAF FARM, CASTLE ROAD, TONGWYNLAIS, CARDIFF, CF15 7JQ	BT INTENDS TO INSTALL FIXED LINE BROADBAND ELECTRONIC COMMUNICATIONS APPARATUS	08/04/2021	No Response Sent	Other Consent Types
21/00259/MNR	04/02/2021	Nobes	FUL	REAR OF 11 PANTGWYNLAIS, TONGWYNLAIS, CARDIFF, CF15 7LS	CONSTRUCTION OF 2 BED DWELLING ACCESSED OFF CAE LEWIS	09/04/2021	Planning Permission be refused	Minor - Dwellings (C3)
21/00385/MNR	17/02/2021	Gallaccio	FUL	44 MERTHYR ROAD, WHITCHURCH, CARDIFF, CF14 1DJ	CHANGE OF USE OF GROUND FLOOR FROM CLASS A1 (BAKERY) TO MIXED A1/A3 USE (RETAIL AND CAFE/RESTAURANT)	09/04/2021	Permission be granted	Minor - Retail (A1-A3)
20/02656/MNR	21/12/2020	Cadogan	FUL	CASTELL COCH FARM, MILL ROAD, TONGWYNLAIS, CARDIFF, CF15 7JQ	CHANGE OF USE FROM A SINGLE DWELLING INTO TWO SEPARATE DWELLING HOUSES	09/04/2021	Permission be granted	Minor - Dwellings (C3)

Cardiff Council : Strategic Planning And Environment : Development Control

Applications Decided between 12/04/2021 and 16/04/2021

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
ADAMSDOWN								
21/00464/MNR	11/03/2021	British telecommunication PLC	NMA	ADJACENT TO CARDIFF ROYAL INFIRMARY, GLOSSOP ROAD, ADAMSDOWN	AMENDMENT TO FREESTANDING 'INLINK' EQUIPMENT COMPRISING AN UPGRADE TO THE EQUIPMENT AND ALTERATIONS TO THE SIZE - PREVIOUSLY APPROVED UNDER 19/00538/MNR	13/04/2021	Permission be granted	Non Material Amendment
A/21/00017/MNR	11/03/2021	British telecommunication PLC	ADV	ADJACENT TO CARDIFF ROYAL INFIRMARY, GLOSSOP ROAD, ADAMSDOWN	TWO DIGITAL 75 INCH LCD DISPLAY SCREEN, ONE ON EACH SIDE OF THE AMENDED INLINK UNIT	14/04/2021	Permission be granted	Advertisements
BUTETOWN								
20/02147/MNR	22/10/2020	Coffi Co	FUL	COFFI CO, HEOL PORTH TEIGR, BUTETOWN, CARDIFF, CF10 4PA	RETENTION OF EXISTING CONTAINERS, AND SITING OF ADDITIONAL MODERNISED CONTAINERS FOR CONTINUED USE AS A3 CAFE WITH ADDITION OF ALCOHOL CONSUMPTION FOR A TEMPORARY PERIOD OF 5 YEARS	13/04/2021	Planning Permission be refused	Minor - Retail (A1-A3)
21/00413/MJR	22/02/2021	IM Properties PLC	DOC	PLOT J, CAPITAL QUARTER, TYNDALL STREET, ATLANTIC WHARF	RE-DISCHARGE OF CONDITION 6 (EXTERNAL FINISHING MATERIALS) OF 18/02634/MJR	16/04/2021	Full Discharge of Condition	Discharge of Conditions
CANTON								

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00240/DCH	05/03/2021	Llyr	HSE	27 WINDWAY ROAD, CANTON, CARDIFF, CF5 1AF	SINGLE STOREY REAR EXTENSION	12/04/2021	Permission be granted	Householder

CATHAYS

21/00717/DCH	23/03/2021	Petley	CLD	31 MAINDY ROAD, CATHAYS, CARDIFF, CF24 4HL	LOFT CONVERSION. REAR DORMER ADDITION, TO BE SLATED TO MATCH EXISTING ROOF MATERIAL	12/04/2021	Permission be granted	Other Consent Types
A/21/00004/MNR	05/03/2021	Troia (UK) Restaurants Ltd	ADV	43 THE HAYES, CITY CENTRE, CARDIFF, CF10 1GA	INSTALLATION OF 2NO. ILLUMINATED 'THE IVY' FASCIA SIGNS ON THE SIDE ELEVATIONS OF THE ENCLOSURE; 6NO. VINYL 'THE IVY' SIGNS ATTACHED TO THE PLANTERS; AND 1NO. VINYL SIGN ON THE RELOCATED BARREL AWNING	12/04/2021	Permission be granted	Advertisements
21/00466/MNR	11/03/2021	British telecommunication PLC	NMA	OUTSIDE 64-74 ST MARY STREET, CITY CENTRE, CARDIFF, CF10 1FA	AMENDMENT TO FREESTANDING 'INLINK' EQUIPMENT COMPRISING AN UPGRADE TO THE EQUIPMENT AND ALTERATIONS TO THE SIZE - PREVIOUSLY APPROVED UNDER 19/00540/MNR	13/04/2021	Permission be granted	Non Material Amendment
21/00467/MNR	11/03/2021	British telecommunication PLC	NMA	OPPOSITE CINEMA, STATION TERRACE, CITY CENTRE	AMENDMENT TO FREESTANDING 'INLINK' EQUIPMENT COMPRISING AN UPGRADE TO THE EQUIPMENT AND ALTERATIONS TO THE SIZE - PREVIOUSLY APPROVED UNDER 19/00644/MNR	13/04/2021	Permission be granted	Non Material Amendment

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00469/MNR	11/03/2021	British telecommunication PLC	NMA	OUTSIDE 12-14 QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2BU	AMENDMENT TO FREESTANDING 'INLINK' EQUIPMENT COMPRISING AN UPGRADE TO THE EQUIPMENT AND ALTERATIONS TO THE SIZE - PREVIOUSLY APPROVED UNDER 19/00544/MNR	13/04/2021	Permission be granted	Non Material Amendment
21/00475/MNR	11/03/2021	British telecommunication PLC	NMA	OUTSIDE HILTON CARDIFF, KINGSWAY, CITY CENTRE, CARDIFF, CF10 3HH	AMENDMENT TO FREESTANDING 'INLINK' EQUIPMENT COMPRISING AN UPGRADE TO THE EQUIPMENT AND ALTERATIONS TO THE SIZE - PREVIOUSLY APPROVED UNDER 19/00534/MNR	13/04/2021	Permission be granted	Non Material Amendment
21/00477/MNR	26/03/2021	British telecommunication PLC	NMA	OUTSIDE MULTI STOREY CAR PARK, WESTGATE STREET, CITY CENTRE, CARDIFF, CF10 1DZ	AMENDMENT TO FREESTANDING 'INLINK' EQUIPMENT COMPRISING AN UPGRADE TO THE EQUIPMENT AND ALTERATIONS TO THE SIZE - PREVIOUSLY APPROVED UNDER 19/00543/MNR	13/04/2021	Permission be granted	Non Material Amendment
PRAP/21/00010/MNR	14/02/2021	Telefonica UK Limited (on behalf of Cornerstone)	PAT	O2 (31358) AT ROOF TOP, BIG SLEEP HOTEL, BUTE TERRACE, CITY CENTRE	INSTALLATION OF 18NO. NEW ANTENNAS (TO REPLACE EXISTING 12NO. ANTENNAS), 2NO. 300MM MICROWAVE DISHES AND 3NO. NEW EQUIPMENT CABINETS	16/04/2021	No Prior Approval required	Other Consent Types

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
PRAP/21/00011/MNR	24/02/2021	Telefonica UK Limited (on behalf of Cornerstone)	PAT	HOLIDAY INN, CASTLE STREET, CITY CENTRE, CARDIFF, CF10 1XD	THE INSTALLATION OF NEW ANTENNAS (A TOTAL OF 14) WITH 3 X NEW 5 METRE SUPPORT POLES AND THE INSTALLATION OF 2 NEW DISHES	16/04/2021	No Prior Approval required	Other Consent Types
A/21/00021/MNR	11/03/2021	British telecommunication PLC	ADV	OUTSIDE NATIONAL CAR PARKS LTD MULTI STOREY CAR PARK, WESTGATE STREET, CITY CENTRE, CARDIFF, CF10 1DZ	TWO DIGITAL 75 INCH LCD DISPLAY SCREEN, ONE ON EACH SIDE OF THE AMENDED INLINK UNIT	14/04/2021	Permission be granted	Advertisements
21/00368/MJR	12/02/2021	Rightacres Property Company Limited	VAR	PARKGATE HOUSE, FORMER COUNTY COURT BUILDING AND ADJACENT LAND, WESTGATE STREET, CITY CENTRE, CARDIFF, CF10 1NW	VARIATION OF CONDITION 2 OF 19/01540/MJR TO ALTER APPROVED PLANS	15/04/2021	Permission be granted	Renewals and Variation of Conditions
A/21/00019/MNR	11/03/2021	British telecommunication PLC	ADV	OPPOSITE CINEMA, STATION TERRACE, CITY CENTRE	TWO DIGITAL 75 INCH LCD DISPLAY SCREEN, ONE ON EACH SIDE OF THE AMENDED INLINK UNIT	15/04/2021	Permission be granted	Advertisements
20/02228/MJR	29/10/2020	Rightacres Property Company Limited	DOC	SITE OF FORMER MARLAND HOUSE AND NCP CAR PARK, CENTRAL SQUARE, CARDIFF	DISCHARGE OF CONDITIONS 15 (PUBLIC REALM WORKS), 19 (LANDSCAPING DESIGN AND IMPLEMENTATION), 27 (INCLUSIVE ACCESS) AND 34 (WIND MITIGATION) OF 19/02140/MJR	15/04/2021	Full Discharge of Condition	Discharge of Conditions

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
20/02383/MJR	17/11/2020	Rightacres Property Company Limited	DOC	SITE OF FORMER MARLAND HOUSE AND NCP CAR PARK, CENTRAL SQUARE, CITY CENTRE, CARDIFF, CF10 1PF	DISCHARGE OF CONDITIONS 5 (PUBLIC REALM WORKS), 7 (LANDSCAPING DESIGN AND IMPLEMENTATION) AND 9 (WIND MITIGATION) OF 19/03052/MJR	15/04/2021	Full Discharge of Condition	Discharge of Conditions
21/00750/MJR	25/03/2021	Cardiff Elite Developments Ltd	NMA	21-22 PARK PLACE, CATHAYS PARK, CARDIFF, CF10 3DQ	REVISION TO WORDING TO CONDITION 8 TO ALLOW RECORDING AND DEMOLITION TO PROCEED CONCURRENTLY AS THE SUBMITTED WSIU AND DISCUSSIONS WITH CGAT - PREVIOUSLY APPROVED UNDER 18/03009/MJR	15/04/2021	Permission be granted	Non Material Amendment
CREIGAU/ST FAGANS								
21/00611/MJR	15/03/2021	Redrow Homes (South Wales)	NMA	PLOT 197, PHASE 1 F, LAND SOUTH OF PENTREBANE ROAD, CARDIFF	AMENDMENT OF PLOT 197 FROM SHREWSBURY HOUSE TYPE TO OXFORD HOUSE TYPE - PREVIOUSLY APPROVED UNDER 19/02289/MJR	15/04/2021	Permission be granted	Non Material Amendment
CYNCOED								
21/00492/DCH	02/03/2021	pike	HSE	47 LAKE ROAD WEST, ROATH PARK, CARDIFF, CF23 5PG	SINGLE STOREY REAR EXTENSION	16/04/2021	Permission be granted	Householder

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00705/DCH	23/03/2021	JONES	CLD	1 HOLLYBUSH ROAD, CYNCOED, CARDIFF, CF23 6SX	CONVERSION OF EXISTING DETACHED DOUBLE GARAGE AND GARDEN STORE/OUTBUILDING INTO PART FITNESS STUDIO/HOME GYM, PART STORE AND PART GARDEN STORAGE	12/04/2021	Permission be granted	Other Consent Types
21/00308/DCH	26/02/2021	Mason	HSE	207 WOOLASTON AVENUE, LAKESIDE, CARDIFF, CF23 6EX	SINGLE STOREY REAR EXTENSION	12/04/2021	Permission be granted	Householder
FAIRWATER								
21/00518/DCH	02/03/2021	Jeffreys	HSE	7 BRIAR CLOSE, PENTREBANE, CARDIFF, CF5 3TR	SIDE EXTENSION TO EXISTING PORCH	14/04/2021	Permission be granted	Householder
GABALFA								
21/00455/DCH	09/03/2021	Lewis	HSE	7 PILTON PLACE, MYNACHDY, CARDIFF, CF14 3DS	SINGLE STOREY REAR EXTENSION	14/04/2021	Permission be granted	Householder
GRANGETOWN								
21/00366/MNR	17/02/2021	Dragon Graphics Ltd	FUL	UNITS 3A AND 3B, STUART CLOSE, LECKWITH, CARDIFF, CF11 8QF	CHANGE OF USE FROM ENTERTAINMENT AND LEISURE (D2) TO OFFICES AND STORAGE (B2/B8)	13/04/2021	Permission be granted	Minor - Industry/Storage/Dis tribution
21/00810/MJR	31/03/2021	Loft Co	DOC	TRAMSHED, PENDYRIS STREET, GRANGETOWN, CARDIFF, CF11 6QP	DISCHARGE OF CONDITIONS 7 (SERVICE DETAILS) AND 11 (EXTERNAL PLANT AND DUCTING) OF 15/00226/MJR	14/04/2021	Full Discharge of Condition	Discharge of Conditions

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00809/MJR	01/04/2021	Loft Co	DOC	TRAMSHED, PENDYRIS STREET, GRANGETOWN, CARDIFF, CF11 6QP	DISCHARGE OF CONDITIONS 24 (EXTERNAL PLANT AND DUCTING) AND 35 (FUME EXTRACTION) OF 15/00225/MJR	14/04/2021	Full Discharge of Condition	Discharge of Conditions

HEATH

21/00457/DCH	23/02/2021	Sprudd	HSE	138 KING GEORGE V DRIVE NORTH, HEATH, CARDIFF, CF14 4EL	DEMOLITION OF GARAGE AND CONSTRUCTION OF REAR EXTENSION WITH GABLE END ROOF EXTENSION	14/04/2021	Permission be granted	Householder
21/00719/DCH	23/03/2021	Mansell	CLD	62 ST AMBROSE ROAD, HEATH, CARDIFF, CF14 4BH	LOFT CONVERSION. HIP TO GABLE DORMER, PLUS REAR DORMER, TILED TO MATCH EXISTING ROOF, NON OPENING GLAZED WINDOW TO THE GABLE END	14/04/2021	Permission be granted	Other Consent Types
21/00736/DCH	24/03/2021	NAYLOR	CLD	93 HEATH PARK AVENUE, HEATH, CARDIFF, CF14 3RG	HIP TO GABLE AND REAR DORMER, SIDE EXTENSION AND CHANGE OF REAR ROOF	14/04/2021	Permission be granted	Other Consent Types
21/00842/MJR	06/04/2021	Wates Residential	DOC	FORMER HIGHFIELDS CENTRE, 18 ALLENSBANK ROAD, HEATH, CARDIFF	RE-DISCHARGE OF CONDITION 24 OF 17/02464/MJR TO CHANGE THE FACE BRICKWORK FROM THE PREVIOUSLY APPROVED BLENDED RED MULTI GILT STOCK TO LEICESTER WEATHERED RED STOCK	15/04/2021	Full Discharge of Condition	Discharge of Conditions

LISVANE

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00846/MJR	06/04/2021	Redrow Homes	NMA	CHURCHLANDS LAND NORTH AND EAST OF LISVANE, MAERDY LANE, LISVANE, CARDIFF	NON-MATERIAL AMENDMENT TO AMEND WORDING OF CONDITION 7 (RELATING TO PUBLIC ART) OF PERMISSION 14/02891/MJR TO REVISE TIMING TO AGREE AND IMPLEMENT THE PUBLIC ART STRATEGY	15/04/2021	Permission be granted	Non Material Amendment
21/00393/MNR	22/02/2021	Lisvane Old School Community Centre	NMA	COMMUNITY CENTRE, RUDRY ROAD, LISVANE	NEW FIRE DOOR, RAMP WITH BALUSTRADE, RAISING WINDOW CILLS TO WINDOWS FACING INTO COURTYARD ON SOUTH-EAST ELEVATION, LIGHTWEIGHT SPANDREL PANEL CLADDING COLOUR TO MATCH ADJACENT RENDER WHERE STAIRWELL HAS TO BE BUILT OFF ROOF STRUCTURE AND NEW COLUMN MOUNTED CAR PARK LIGHTING - PREVIOUSLY APPROVED UNDER 19/01028/MNR	12/04/2021	Split decision (part app./part ref.)	Non Material Amendment
LLANDAFF								
21/00130/DCH	01/03/2021	Davies	HSE	13 BRUTON PLACE, LLANDAFF, CARDIFF, CF5 2ER	SMALL PORCH EXTENSION TO FRONT ELEVATION	12/04/2021	Permission be granted	Householder

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00324/MNR	17/02/2021	Ladybirds Day Nursery	FUL	RADYR COURT, RACHEL CLOSE, DANESCOURT, CARDIFF, CF5 2SH	CHANGE OF USE OF PART OF GROUND FLOOR AND FIRST FLOOR OF PUBLIC HOUSE TO DAY NURSERY WITH RETENTION OF A3 USE FOR COFFEE SHOP AND PRIVATE FLAT AT FIRST FLOOR	12/04/2021	Permission be granted	Minor - Other Principal Uses

LLANISHEN

21/00231/MNR	11/02/2021	MORRIS	FUL	REAR OF 1 KIMBERLEY TERRACE, LLANISHEN, CARDIFF, CF14 5EA	CHANGE OF USE FROM OFFICE SPACE INTO GROUND FLOOR SHOP UNIT AND FIRST FLOOR STUDIO FLAT WITH INSTALLATION OF NEW AND REVISED OPENINGS	14/04/2021	Response Sent	Minor - Other Principal Uses
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LLANRUMNEY

21/00668/MNR	25/03/2021	HARRY	DOC	47 DICKENS AVENUE, LLANRUMNEY, CARDIFF, CF3 5LY	DISCHARGE OF CONDITIONS 5 (EXTERNAL FINISHING MATERIALS) AND 6 (MEANS OF SITE ENCLOSURE) OF 20/02181/MNR	15/04/2021	Full Discharge of Condition	Discharge of Conditions
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PENYLAN

21/00711/DCH	24/03/2021	O'Brien	CLD	47 MARLBOROUGH ROAD, ROATH, CARDIFF, CF23 5BU	SINGLE STOREY REAR EXTENSION	14/04/2021	Permission be granted	Other Consent Types
20/02628/DCH	21/12/2020	Joshi	HSE	32 WESTVILLE ROAD, PENYLAN, CARDIFF, CF23 5AG	SINGLE STOREY REAR AND SIDE RETURN EXTENSION TO TERRACED HOUSE	16/04/2021	Permission be granted	Householder

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21/00397/DCH	18/02/2021	Beynon	HSE	44 EARL'S COURT ROAD, PENYLAN, CARDIFF, CF23 9DE	DEMOLITION OF EXISTING REAR CONSERVATORY AND CONSTRUCTION OF SINGLE STOREY EXTENSION	16/04/2021	Permission be granted	Householder
21/00343/DCH	16/02/2021	JOHNSON	HSE	9 LLWYN-Y-GRANT PLACE, PENYLAN, CARDIFF, CF23 9EX	PROPOSED SINGLE STOREY EXTENSION TO THE REAR AND NEW FLAT ROOF DORMER TO THE REAR	14/04/2021	Permission be granted	Householder
21/00348/DCH	16/02/2021	Williams	HSE	12 STALLCOURT CLOSE, PENYLAN, CARDIFF, CF23 5EB	TWO STOREY SIDE EXTENSION	12/04/2021	Permission be granted	Householder
21/00567/DCH	23/03/2021	VAUGHAN-HUGHE S	CLD	17 SOUTH COURT ROAD, PENYLAN, CARDIFF, CF23 9DA	HIP TO GABLE ROOF EXTENSION WITH REAR DORMER	12/04/2021	Permission be granted	Other Consent Types
21/00718/DCH	23/03/2021	Phillips	CLD	11 MELROSE AVENUE, PENYLAN, CARDIFF, CF23 9AR	LOFT CONVERSION, INSERTION OF VELUX WINDOWS ONLY, THREE TO THE FRONT ELEVATION, TWO TO THE REAR	12/04/2021	Permission be granted	Other Consent Types
PLASNEWYDD								
21/00476/MNR	11/03/2021	British telecommunication PLC	NMA	ADJACENT TO UNIVERSITY OF WALES, WEST GROVE, ROATH, CARDIFF, CF24 0TA	AMENDMENT TO FREESTANDING 'INLINK' EQUIPMENT COMPRISING AN UPGRADE TO THE EQUIPMENT AND ALTERATIONS TO THE SIZE - PREVIOUSLY APPROVED UNDER 19/00542/MNR	13/04/2021	Permission be granted	Non Material Amendment

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21/00583/DCH	08/03/2021	Draper	HSE	7 TIMBERS SQUARE, ROATH, CARDIFF, CF24 3SH	DEMOLISH EXISTING LEAN TO EXTENSION TO THE REAR AND CONSTRUCT NEW FULL WIDTH SINGLE STOREY EXTENSION. EXTEND ROOF LINE TO FORM GABLE END WITH 3NO. ROOF LIGHTS TO FRONT AND BOX DORMER TO REAR	14/04/2021	Permission be granted	Householder
A/21/00020/MNR	11/03/2021	British telecommunication PLC	ADV	ADJACENT TO UNIVERSITY OF WALES, WEST GROVE, ROATH, CARDIFF, CF24 0TA	TWO DIGITAL 75 INCH LCD DISPLAY SCREEN, ONE ON EACH SIDE OF THE AMENDED INLINK UNIT	14/04/2021	Permission be granted	Advertisements
PONTPRENAU/ST MELLONS								
21/00726/DCH	23/03/2021	Nicoll	CLD	27 BOYCE WAY, OLD ST MELLONS, CARDIFF, CF3 6AB	NEW 2 STOREY EXTENSION TO THE REAR OF THE EXISTING DWELLING HOUSE, UTILISING EXTERNAL FINISHING MATERIALS TO MATCH THOSE USED ON THE EXISTING DWELLING HOUSE. THE NEW GUTTERS AND RWP'S WILL FEED INTO THE EXISTING UNDERGROUND DRAINAGE. THERE WILL BE NO NEED TO CREATE OR ALTER THE EXISTING ACCESS.	14/04/2021	Planning Permission be refused	Other Consent Types

RHIWBINA

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00443/DCH	25/02/2021	Bills	DOC	65 PEN-Y-DRE, RHIWBINA, CARDIFF, CF14 6EJ	DISCHARGE OF CONDITIONS 3 (DOOR DETAILS/SECTIONS), 5 (SAMPLES OF EXTERNAL FINISHING MATERIALS), 8 (RAINWATER GOODS) OF 20/02331/DCH	16/04/2021	Full Discharge of Condition	Discharge of Conditions
21/00571/DCH	09/03/2021	BARRET	HSE	11 CLOS TON MAWR, RHIWBINA, CARDIFF, CF14 6RH	SINGLE STOREY SIDE EXTENSION	14/04/2021	Permission be granted	Householder
21/00440/DCH	26/02/2021	Eveleigh	HSE	4 LLWYD COED, PANTMAWR, CARDIFF, CF14 7TT	SINGLE STOREY REAR EXTENSION	12/04/2021	Permission be granted	Householder
21/00586/DCH	09/03/2021	Cross	HSE	13 COED YR YNN, RHIWBINA, CARDIFF, CF14 6PH	PROPOSED SINGLE STORE REAR EXTENSION TO REPLACE THE EXISTING CONSERVATORY	12/04/2021	Permission be granted	Householder
RIVERSIDE								
A/21/00016/MNR	11/03/2021	British telecommunication PLC	ADV	OUTSIDE 213-215 COWBRIDGE ROAD EAST, RIVERSIDE, CARDIFF, CF11 9AL	TWO DIGITAL 75 INCH LCD DISPLAY SCREEN, ONE ON EACH SIDE OF THE AMENDED INLINK UNIT	14/04/2021	Permission be granted	Advertisements
21/00463/MNR	11/03/2021	British telecommunication PLC	NMA	OUTSIDE 213-215 COWBRIDGE ROAD EAST, RIVERSIDE, CARDIFF, CF11 9AL	AMENDMENT TO FREESTANDING 'INLINK' EQUIPMENT COMPRISING AN UPGRADE TO THE EQUIPMENT AND ALTERATIONS TO THE SIZE - PREVIOUSLY APPROVED UNDER 19/00536/MNR	13/04/2021	Permission be granted	Non Material Amendment

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21/00303/DCH	18/02/2021	WATTS	HSE	63 FAIRLEIGH ROAD, PONTCANNA, CARDIFF, CF11 9JW	SINGLE STOREY EXTENSION, REAR DORMER ROOF EXTENSION AND CONSTRUCTION OF A HOME OFFICE IN REAR GARDEN	14/04/2021	Permission be granted	Householder
20/01901/MJR	22/09/2020	Kestral Construction	NMA	BARCLAY COURT, 104-108 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9LP	VARIATION OF CONDITION 1 OF 19/01083/MJR TO AMEND THE APPROVED PLANS TO ALLOW FOR SOME RECONFIGURATION OF SCHEME	16/04/2021	Permission be granted	Non Material Amendment
21/00774/MNR	29/03/2021	TFSLET	DOC	15 PONTCANNA STREET, PONTCANNA, CARDIFF, CF11 9HQ	DISCHARGE OF CONDITION 3 (SHOPFRONT DETAILS) OF 20/02693/MNR	15/04/2021	Full Discharge of Condition	Discharge of Conditions
RUMNEY								
21/00600/DCH	23/03/2021	GRIFFITHS	CLD	11 BARMOUTH ROAD, RUMNEY, CARDIFF, CF3 3JZ	REAR GROUND FLOOR EXTENSION	12/04/2021	Permission be granted	Other Consent Types
TROWBRIDGE								
21/00286/MNR	15/02/2021	Williamson	FUL	LAND AT 2 FAIRHAVEN CLOSE, ST MELLONS, CARDIFF, CF3 0LD	CONSTRUCTION OF TWO BED DETACHED DWELLING	13/04/2021	Planning Permission be refused	Minor - Dwellings (C3)
WHITCHURCH/TONGWYNLAIS								
20/02510/MJR	03/12/2020	Velindre University NHS Trust	LBC	WHITCHURCH HOSPITAL, PARK ROAD, WHITCHURCH, CARDIFF, CF14 7XB	REBUILDING OF THE GATEWAY PIER (NORTHERN SIDE OF GATEWAY), PLUS THE RELOCATION AND REBUILDING OF THE LOW WALL, AS PART OF THE WIDER JUNCTION SAFETY IMPROVEMENTS	15/04/2021	Permission be granted	Listed Buildings

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21/00684/MNR	19/03/2021	Garrison Barclay Equity Limited	FUL	UNIT 1A, LONGWOOD DRIVE, WHITCHURCH, CARDIFF, CF14 7HY	CHANGE OF USE OF THE EXISTING BUILDING TO A FACILITY FOR THE RESEARCH AND DEVELOPMENT OF PRODUCTS AND PROCESSES (USE CLASS B1(B)).	14/04/2021	Permission be granted	Minor - Other Principal Uses
21/00556/DCH	15/03/2021	Hicks	CLD	46 HEOL DON, WHITCHURCH, CARDIFF, CF14 2AS	SUNROOM EXTENSION TO REAR OF PROPERTY	16/04/2021	Permission be granted	Other Consent Types

Cardiff Council : Strategic Planning And Environment : Development Control

Applications Decided between 19/04/2021 and 23/04/2021

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BUTETOWN								
21/00576/DCH	08/03/2021	Tooby	FUL	219 ADVENTURERS QUAY, CARDIFF BAY, CARDIFF, CF10 4NS	CONSTRUCTION OF A FIRST FLOOR BALCONY ON FRONT ELEVATION	21/04/2021	Planning Permission be refused	Householder
21/00784/MJR	29/03/2021	Associated British Ports	NMA	LAND ADJACENT TO LONGSHIPS ROAD AND COMPASS ROAD, CARDIFF BAY, CF10 4RP	AMENDMENT TO THE WORDING OF CONDITION 5 RELATING TO THE MAXIMUM BUILDING HEIGHTS - PREVIOUSLY APPROVED UNDER 19/01438/MJR	23/04/2021	Permission be granted	Non Material Amendment
CANTON								
21/00819/DCH	07/04/2021	Lusher	CLD	31 THEOBALD ROAD, CANTON, CARDIFF, CF5 1LP	SINGLE STOREY SIDE EXTENSION UNDER 4M RIDGE HEIGHT, UNDER 3M EAVES HEIGHT & LOFT CONVERSION WITH REAR DORMER TO ROOF UNDER 40M3	22/04/2021	Planning Permission be refused	Other Consent Types
21/00279/DCH	04/03/2021	WILLIAMS	HSE	11 DENTON ROAD, CANTON, CARDIFF, CF5 1PD	DETACHED UTILITY GARDEN ROOM	21/04/2021	Permission be granted	Householder
21/00447/MJR	24/02/2021	Ely Mill Development Company Ltd	DOC	PHASES D AND E, FORMER PAPER MILL ARJO WIGGINS, OLD MILL BUSINESS PARK, SANATORIUM ROAD, CANTON, CARDIFF	DISCHARGE OF CONDITION 2 (EXTERNAL FINISHING MATERIALS) OF 19/03206/MJR	21/04/2021	Partial Discharge of Condition (s)	Discharge of Conditions

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
20/02032/MNR	27/10/2020	MCQUADE	FUL	10 MAJOR ROAD, CANTON, CARDIFF, CF5 1PF	CONVERSION TO 3 FLATS WITH GROUND FLOOR REAR EXTENSION AND REAR DORMER	19/04/2021	Permission be granted	Minor - Dwellings (C3)

20/00055/MNR	10/01/2020	Scott David Holdings	DOC	DILAPIDATED WORKSHOP, PAPER MILL ROAD, CANTON, CARDIFF, CF11 8DH	DISCHARGE OF CONDITIONS 3 (GAS), 4 (CONTAMINATION), 5 (REMEDIATION SCHEME), 10 (DRAINAGE) AND 11 (SITE WASTE MANAGEMENT PLAN) OF 16/02312/MNR	21/04/2021	Full Discharge of Condition	Discharge of Conditions
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CATHAYS

21/00278/MJR	03/02/2021	Cardiff University	LBC	BUTE BUILDING, KING EDWARD VII AVENUE, CATHAYS PARK, CARDIFF, CF10 3NB	REFURBISHMENT AND FIT OUT OF THE CENTRAL EXHIBITION HALL AND ADJACENT SUPPORT SPACES INVOLVING SOME REMAINING STRIP OUT AND DEMOLITION INCLUDING BREAKING OUT NEW DOOR OPENINGS, STRIPPING LININGS, FLOOR SCREED AND REDUNDANT SERVICES AND INTRODUCTION OF SUSPENDED LIGHTWEIGHT GALLERIES, MEZZANINES, STAIRS WITH NEW FINISHES, DOORS, SERVICES AND SUSPENDED CEILING BAFFLES	19/04/2021	Permission be granted	Listed Buildings
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<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
20/02708/DCH	05/01/2021	JP Acquisitions Ltd	HSE	48 COBURN STREET, CATHAYS, CARDIFF, CF24 4BS	SINGLE STOREY REAR EXTENSION, REAR DORMER ROOF EXTENSION AND INSERTION OF ROOF LIGHT AND ASSOCIATED ALTERATIONS	19/04/2021	Permission be granted	Householder
21/00058/MNR	12/01/2021	Scott	FUL	14 DALTON STREET, CATHAYS, CARDIFF, CF24 4HB	CHANGE OF USE OF PROPERTY TO CREATE 3NO. FLATS TO INCLUDE A FIRST FLOOR REAR INFILL EXTENSION AND REAR DORMER	19/04/2021	Permission be granted	Minor - Dwellings (C3)
21/00143/MNR	26/01/2021	Morris	FUL	71 ROBERT STREET, CATHAYS, CARDIFF, CF24 4PD	RETENTION OF USE AS A HOUSE IN MULTIPLE OCCUPATION	19/04/2021	Planning Permission be refused	Minor - Dwellings (C3)
21/00674/MNR	22/03/2021	Davies	FUL	FIRST FLOOR, 46-48 CHARLES STREET, CITY CENTRE, CARDIFF, CF10 2GE	CHANGE OF USE FROM OFFICE SPACE TO SUI GENERIS FOR THE USE OF A PRIVATE APPOINTMENT ONLY TATTOO STUDIO	21/04/2021	Permission be granted	Minor - Other Principal Uses
20/02531/MJR	07/12/2020	Ropemaker Properties Limited	DOC	LANDORE COURT, 47-43 CHARLES STREET, CITY CENTRE	DISCHARGE OF CONDITION 31 (TRAVEL PLAN) OF 19/02464/MJR	23/04/2021	Full Discharge of Condition	Discharge of Conditions
TEL/21/00064/T	09/04/2021	Harlequin Ltd	TEL	VARIOUS LOCATIONS IN CARDIFF	PROPOSED DEPLOYMENT OF 10 FREESTANDING "STREET HUB" UNITS THROUGHOUT CARDIFF	23/04/2021	Response Sent	Other Consent Types

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00241/MJR	02/02/2021	Rightacres Property Company Limited	DOC	PARKGATE HOUSE, FORMER COUNTY COURT BUILDING AND ADJACENT LAND, WESTGATE STREET, CITY CENTRE, CARDIFF, CF10 1NW	DISCHARGE OF CONDITION 16 (KITCHEN EXTRACTION) OF 19/01538/MJR	23/04/2021	Full Discharge of Condition	Discharge of Conditions
21/00628/MNR	16/03/2021	7 Churchill Way Ltd	FUL	7 CHURCHILL WAY, CITY CENTRE, CARDIFF, CF10 2HD	CHANGE OF USE FROM CLASS A1 (RETAIL) TO CLASS A3 (FOOD & DRINK - RESTAURANT, DELICATESSEN AND SNACK BAR)	23/04/2021	Permission be granted	Minor - Retail (A1-A3)
CREIGAU/ST FAGANS								
20/02132/DCH	20/10/2020	Green	HSE	50 PARC-Y-FELIN, CREIGIAU, CARDIFF, CF15 9PA	RAISING OF RIDGE LINE AND CONSTRUCTION OF DORMER ROOF EXTENSIONS AND HIGHWAY ENCLOSURES	19/04/2021	Permission be granted	Householder
21/00460/DCH	24/02/2021	Jenkins	HSE	CAE GLAS, 42 CARDIFF ROAD, CREIGIAU, CARDIFF, CF15 9NL	REAR SINGLE STOREY CONSERVATORY EXTENSION	19/04/2021	Permission be granted	Householder
CYNCOED								
21/00365/MNR	15/02/2021	Keys Group Limited	CLU	390 CYNCOED ROAD, CYNCOED, CARDIFF, CF23 6SA	RESIDENTIAL CARE HOME FOR UP TO 4 YOUNG PEOPLE (C2)	21/04/2021	Permission be granted	Other Consent Types
ELY								
21/00349/DCH	24/02/2021	ROWLES	HSE	14 MANSELL AVENUE, ELY, CARDIFF, CF5 4TB	DEMOLITION OF SIDE OUTBUILDING AND CONSTRUCTION OF SINGLE STOREY SIDE AND REAR EXTENSION	21/04/2021	Permission be granted	Householder

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00930/MNR	14/04/2021	Wong	NMA	128A COWBRIDGE ROAD WEST, ELY, CARDIFF, CF5 5BT	AMENDMENT TO THE POSITION OF THE REAR BOUNDARY WALL, CONSTRUCTION OF A NEW CONCRETE BRICK WALL AND RELOCATION OF EXISTING GATE - PREVIOUSLY APPROVED UNDER 20/02348/MNR	21/04/2021	Permission be granted	Non Material Amendment

FAIRWATER

21/00384/DCH	16/02/2021	FARRUGIA	HSE	10 WATERHALL ROAD, FAIRWATER, CARDIFF, CF5 3LL	SINGLE STOREY EXTENSION TO REAR/SIDE, FRONT PORCH EXTENSION AND REAR DORMER ROOF EXTENSION	21/04/2021	Permission be granted	Householder
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GRANGETOWN

21/00634/MNR	12/03/2021	Telereal Trillium	FUL	UNIT 3A & 3B, STUART CLOSE, LECKWITH, CARDIFF, CF11 8QF	PROPOSED OVER CLADDING OF EXISTING ASBESTOS SHEET ROOF AND REPLACEMENT OF EXISTING GRP ROOF LIGHTS	21/04/2021	Permission be granted	Other Consent Types
21/00941/MNR	19/04/2021	Cardiff City House of Sport	DOC	HOUSE OF SPORT, CLOS PARC MORGANNWG, LECKWITH, CARDIFF, CF11 8AW	DISCHARGE OF CONDITION 5 (REMEDICATION STRATEGY) OF 19/01567/MNR	22/04/2021	Full Discharge of Condition	Discharge of Conditions
21/00585/DCH	09/03/2021	Vella	HSE	164 TAFF EMBANKMENT, GRANGETOWN, CARDIFF, CF11 7BJ	REPLACEMENT OF EXISTING REAR GARAGE / OUTBUILDING	19/04/2021	Permission be granted	Householder

HEATH

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00545/DCH	05/03/2021	Fernandes	HSE	35 KYLE CRESCENT, WHITCHURCH, CARDIFF, CF14 1ST	REMOVAL OF THE EXISTING GARAGE AND CONSTRUCTION OF A NEW GARAGE	19/04/2021	Permission be granted	Householder
20/02676/DCH	22/12/2020	cornwall	HSE	59 HOMELANDS ROAD, BIRCHGROVE, CARDIFF, CF14 1UH	REAR DOUBLE AND SINGLE STOREY EXTENSION	21/04/2021	Permission be granted	Householder
21/00244/DCH	02/02/2021	MORGAN	HSE	12 ST ANTHONY ROAD, HEATH, CARDIFF, CF14 4DH	SINGLE STOREY SIDE AND REAR EXTENSION	19/04/2021	Permission be granted	Householder
21/00683/DCH	18/03/2021	Prior	HSE	29 KING GEORGE V DRIVE WEST, HEATH, CARDIFF, CF14 4EE	PROPOSED SINGLE STOREY REAR EXTENSION AND LOFT CONVERSION WITH HIP TO GABLE AND REAR DORMER	21/04/2021	Permission be granted	Householder
21/00423/DCH	22/02/2021	Hinchly	HSE	13 HEATHWOOD ROAD, HEATH, CARDIFF, CF14 4JL	REAR SINGLE STOREY EXTENSION AND GABLE END ROOF EXTENSION	23/04/2021	Permission be granted	Householder
LISVANE								
21/00531/DCH	02/03/2021	Prescott	VAR	60 HEOL Y DELYN, LISVANE, CARDIFF, CF14 0SR	VARIATION OF CONDITION 2 OF 16/02798/DCH TO SUBSTITUTE APPROVED PLANS	21/04/2021	Permission be granted	Renewals and Variation of Conditions
LLANDAFF								
21/00327/DCH	11/02/2021	Blethyn	HSE	1 HENDRE CLOSE, LLANDAFF, CARDIFF, CF5 2HT	PROPOSED DOUBLE STOREY SIDE EXTENSION WITH REMOVAL OF EXISTING GARAGE	19/04/2021	Permission be granted	Householder

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21/00114/MNR	19/01/2021	Williams	VAR	LAND ADJACENT TO 14 MARSHALL CLOSE, DANESCOURT, CARDIFF, CF5 2QQ	VARIATION OF CONDITION 2 AND REMOVAL OF CONDITION 14 OF 20/01384/MNR RELATING TO ALTERATIONS TO THE PROPOSED BOUNDARIES AND THE REAR ELEVATION FIRST FLOOR WINDOW	20/04/2021	Planning Permission be refused	Renewals and Variation of Conditions

LLANDAFF NORTH

A/20/00085/MNR	30/11/2020	Showcase Outdoor Limited	ADV	ADVERTISING ADJACENT TO 100, STATION ROAD, LLANDAFF NORTH, CARDIFF, CF14 2FG	UPGRADE OF EXISTING 48 SHEET ADVERT TO SUPPORT DIGITAL POSTER	21/04/2021	Permission be granted	Advertisements
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LLANISHEN

21/00403/DCH	12/03/2021	Amundson	HSE	4 BROOKVALE DRIVE, THORNHILL, CARDIFF, CF14 9EH	SINGLE STOREY REAR EXTENSION	19/04/2021	Permission be granted	Householder
20/01246/DCH	30/06/2020	Mr Adrian Phillips	HSE	2 CEFN ONN MEADOWS, LLANISHEN, CARDIFF, CF14 0FL	PROPOSED SINGLE STOREY DOUBLE GARAGE AND ASSOCIATED WORKS	19/04/2021	Permission be granted	Householder

LLANRUMNEY

21/00767/DCH	26/03/2021	Janicijevic	CLD	30 BURNHAM AVENUE, LLANRUMNEY, CARDIFF, CF3 5LP	REAR DORMER ROOF EXTENSION	19/04/2021	Permission be granted	Other Consent Types
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PENYLAN

21/00850/DCH	07/04/2021	Rutter	NMH	4 THE PADDOCK, PENYLAN, CARDIFF, CF23 5JN	AMENDMENT TO PORCH - PREVIOUSLY APPROVED UNDER 06/01990/E.	21/04/2021	Permission be granted	Non Material Householder
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PLASNEWYDD

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00337/MNR	11/02/2021	Thornedge properties Ltd	FUL	53 WELLFIELD ROAD, ROATH, CARDIFF, CF24 3PA	CHANGE OF USE OF GROUND FLOOR TO PROVIDE MIXED CLASS A1 (RETAIL) AND A3 (CAFE/RESTAURANT/C OFFEESHOP) USE	22/04/2021	Permission be granted	Minor - Retail (A1-A3)
21/00537/DCH	23/03/2021	ZAMAN	HSE	131 MACKINTOSH PLACE, ROATH, CARDIFF, CF24 4RN	DEMOLISH EXISTING DETACHED GARAGE AND REPLACE WITH DETACHED GARAGE, GYM AND GAMES ROOM	22/04/2021	Planning Permission be refused	Householder
21/00226/MNR	03/02/2021	PMG (Cardiff)Ltd	FUL	REAR OF 120-122 RICHMOND ROAD, ROATH, CARDIFF, CF24 3BW	DEVELOPMENT OF NEW TWO STOREY BUILDING AND CONVERSION OF EXISTING TWO STOREY DETACHED GARAGE TO CREATE 4NO. ONE & TWO BEDROOM STUDENT FLATS	21/04/2021	Planning Permission be refused	Minor - Dwellings (C3)
21/00122/MNR	19/01/2021	Davies	FUL	REAR OF 15 CONNAUGHT ROAD, ROATH, CARDIFF, CF24 3PT	CONSTRUCTION OF 3NO. COACH HOUSE DWELLINGS WITH ASSOCIATED ALTERATIONS	19/04/2021	Planning Permission be refused	Minor - Dwellings (C3)
PONTPRENNAU/ST MELLONS								
20/02356/DCH	12/11/2020	Syed	HSE	1 COTTINGHAM DRIVE, PONTPRENNAU, CARDIFF, CF23 8QG	RETENTION OF CONSERVATORY TO SIDE OF DWELLING	19/04/2021	Permission be granted	Householder

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20/02405/MNR	20/11/2020	S & G Smith t/a Smiths Builders	FUL	PART OF LAND AT BALMAHA, WERN FAWR LANE, OLD ST MELLONS, CARDIFF, CF3 5XA	PROPOSED SINGLE GARAGE AND CYCLE STORE AT LAND ADJACENT TO BALMAHA, WERN FAWR LANE, OLD ST MELLONS	19/04/2021	Planning Permission be refused	Other Consent Types
21/00853/DCH	08/04/2021	Evans	CLD	12 FELBRIGG CRESCENT, PONTPRENNAU, CARDIFF, CF23 8SE	REMOVAL OF EXISTING CONSERVATORY TO THE REAR OF PROPERTY AND CONSTRUCTION OF A NEW SINGLE STOREY REAR EXTENSION	23/04/2021	Permission be granted	Other Consent Types
RADYR								
21/00018/DCH	07/01/2021	Titshall	HSE	25 BLAEN-Y-COED, RADYR, CARDIFF, CF15 8RL	RAISE EXISTING ROOF RIDGE AND CONSTRUCTION OF SIDE DORMER ROOF EXTENSION	21/04/2021	Planning Permission be refused	Householder
RHIWBINA								
21/00444/DCH	23/02/2021	Clarke	CLD	3 GLANRHYD, RHIWBINA, CARDIFF, CF14 6JL	EXISTING FLAT ROOF TO THE REAR EXTENSION TO BE REMOVED AND REPLACED WITH A NEW HIP ROOF AND ASSOCIATED WORKS	20/04/2021	Withdrawn by Applicant	Other Consent Types
21/00245/DCH	03/02/2021	Nelson	HSE	5 Y GOEDWIG, RHIWBINA, CARDIFF, CF14 6UL	REPLACEMENT PITCH ROOF TO EXISTING REAR EXTENSION AND CONSTRUCTION OF DECKING/PATIO AREA WITH DEMOLITION OF EXISTING GARAGE AND ASSOCIATED WORKS	19/04/2021	Permission be granted	Householder

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21/00242/DCH	02/02/2021	Price	HSE	23 HEOL-Y-BONT, RHIWBINA, CARDIFF, CF14 6AJ	SINGLE STOREY SIDE EXTENSION AND SIDE AND REAR DORMER ROOF EXTENSIONS	19/04/2021	Permission be granted	Householder
20/02664/DCH	14/01/2021	Catrin Jones and Justin Banner	HSE	20 RHIWBINA HILL, RHIWBINA, CARDIFF, CF14 6UN	REMOVAL OF AN EXISTING CONSERVATORY TO REAR AND CONSTRUCTION OF A SINGLE STOREY EXTENSION WITH BALCONY	23/04/2021	Permission be granted	Householder
21/00593/DCH	11/03/2021	Jones	HSE	4 TROED Y RHIW, RHIWBINA, CARDIFF, CF14 6UR	SINGLE STOREY REAR EXTENSION	21/04/2021	Permission be granted	Householder
21/00382/DCH	18/02/2021	Lawrence	HSE	51 ARDWYN, PANTMAWR, CARDIFF, CF14 7HB	SINGLE STOREY SIDES AND REAR EXTENSION	21/04/2021	Permission be granted	Householder
21/00288/MNR	19/02/2021	Cole	FUL	THORNHILL ROAD DENTAL SURGERY, 9 THORNHILL ROAD, RHIWBINA, CARDIFF, CF14 6PD	RETENTION OF CHANGE OF USE FROM DENTAL SURGERY TO FLAT	21/04/2021	Permission be granted	Minor - Dwellings (C3)
21/00877/DCH	12/04/2021	Herdman	CLD	29 COED Y WENALLT, RHIWBINA, CARDIFF, CF14 6TN	SINGLE STOREY SIDE AND REAR EXTENSION	23/04/2021	Permission be granted	Other Consent Types
RIVERSIDE								
21/00121/DCH	19/01/2021	Hamer	HSE	2 PITMAN LANE, PONTCANNA, CARDIFF, CF11 9ED	SINGLE STOREY GROUND FLOOR REAR EXTENSION	23/04/2021	Permission be granted	Householder
21/00866/DCH	12/04/2021	Harris	CLD	32 CHANCERY LANE, RIVERSIDE, CARDIFF, CF11 6EA	REAR DORMER ROOF EXTENSION	23/04/2021	Permission be granted	Other Consent Types

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21/00769/MNR	30/03/2021	Souto	NMA	PART OF LAND AT THE REAR OF 59 CONWAY ROAD, PONTCANNA, CARDIFF, CF11 9NU	INCLUSION OF A FLAT GLAZED ROOF WINDOW IN THE LOWER REAR ROOF - PREVIOUSLY APPROVED UNDER 20/00376/MNR	23/04/2021	Permission be granted	Non Material Amendment
21/00032/DCH	11/01/2021	Scott-Cook	HSE	72 WYNDHAM ROAD, PONTCANNA, CARDIFF, CF11 9EL	NEW BAY WINDOW TO FRONT ELEVATION AND REAR DORMER EXTENSION	19/04/2021	Permission be granted	Householder
20/02600/MJR	18/12/2020	Kestral Construction	NMA	BARCLAY COURT, 104-108 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9LP	VARIATION OF CONDITION 4 (MECHANICAL VENTILATION) PREVIOUSLY APPROVED UNDER 19/01083/MJR	19/04/2021	Planning Permission be refused	Non Material Amendment
21/00313/MNR	10/02/2021	T&NL Limited	REM	6-10 ROMILLY CRESCENT, PONTCANNA, CARDIFF, CF11 9NR	REMOVAL OF CONDITION 6 OF 99/01002/W TO ALLOW EXTERNAL SEATING AREA TO THE FRONT FORECOURT OF THE RESTAURANT	19/04/2021	Permission be granted	Renewals and Variation of Conditions
RUMNEY								
21/00227/DCH	29/01/2021	Smith	HSE	734 NEWPORT ROAD, RUMNEY, CARDIFF, CF3 4FF	REAR SINGLE STOREY EXTENSION	19/04/2021	Permission be granted	Householder

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20/01580/MJR	13/08/2020	Ghuman	FUL	RUMNEY CONSERVATIVE CLUB, 633 NEWPORT ROAD, RUMNEY, CARDIFF, CF3 4FB	CONSTRUCTION OF A NEW PURPOSE-BUILT CLUB HOUSE FACILITY, AND ON COMPLETION DEMOLISHING THE EXISTING CLUB BUILDING BEFORE BUILDING 27 SELF-CONTAINED FLATS AT THE REAR OF THE SITE BETWEEN THE NEW CLUB BUILDING AND THE RUMNEY RIVER	22/04/2021	Planning Permission be refused	Major - Dwellings (C3)

SPLOTT

20/02286/MNR	09/11/2020	Cardiff City House of Sport	FUL	LAND ADJACENT TO FORMER TENNIS CENTRE, BEIGNON CLOSE, SPLOTT	CONSTRUCTION OF ENCLOSED 3G SPORTS PITCH PLUS CAR PARKING AND EXTERNAL AREAS	23/04/2021	Permission be granted	Minor - Other Principal Uses
21/00919/DCH	14/04/2021	GRIFFITH	NMH	13 CLOS HECTOR, PENGAM, CARDIFF, CF24 2HL	REQUEST FOR INCREASE OF WIDTH OF PROPOSED EXTENSION - PREVIOUSLY APPROVED UNDER	21/04/2021	Withdrawn by Applicant	Non Material Householder
21/00010/MNR	04/01/2021	AKBAR	FUL	29 DALMUIR ROAD, TREMORFA, CARDIFF, CF24 2PW	CONVERSION TO 3 FLATS WITH REAR GROUND FLOOR EXTENSION AND REAR DORMER ROOF EXTENSION	19/04/2021	Planning Permission be refused	Minor - Dwellings (C3)

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21/00915/MNR	15/04/2021	Curneen/Davies	NMA	151-153 CARLISLE STREET, SPLOTT, CARDIFF, CF24 2PD	CHANGES TO OPENINGS IN SOUTH ELEVATION FACING SEYMOUR STREET, CHANGES INSIDE THE CURTILAGE INCLUDING MOVING REFUSE & BICYCLE STORAGE TO ALTERNATIVE LOCATIONS & RENEWAL OF EXISTING FLAT ROOF OVER STUDIO 6 WITH INCLUSION OF ROOF LANTERNS - PREVIOUSLY APPROVED UNDER 19/00002/MNR	23/04/2021	Permission be granted	Non Material Amendment

TROWBRIDGE

21/00503/MNR	10/03/2021	Aderyn Building Consultancy	FUL	UNITS A1-A2 EAST POINT, SPRING MEADOW BUSINESS PARK, SPRING MEADOW ROAD, WENTLOOG, CARDIFF, CF3 2GA	TO ERECT A PALISADE BOUNDARY FENCE AND GATES TO ENCLOSE EXISTING CAR PARK AREA AND VEHICULAR ACCESS AREA TO UNITS A1 AND A2	19/04/2021	Permission be granted	Other Consent Types
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WHITCHURCH/TONGWYNLAIS

20/02712/DCH	05/01/2021	White	HSE	115 MERTHYR ROAD, WHITCHURCH, CARDIFF, CF14 1DE	DORMER WINDOW EXTENSION AND ROOF LIGHT TO THE FRONT ELEVATION AND DORMER EXTENSION WITH BALCONY TO THE REAR	19/04/2021	Permission be granted	Householder
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21/00619/DCH	15/03/2021	Saunders	DOC	21 KENFIG ROAD, WHITCHURCH, CARDIFF, CF14 1HX	DISCHARGE OF CONDITION 6 (TREE PLANTING) OF 21/00016/DCH	21/04/2021	Full Discharge of Condition	Discharge of Conditions
21/00661/DCH	16/03/2021	Mr J Greenman	HSE	7 HEOL-Y-FORLAN, WHITCHURCH, CARDIFF, CF14 1AX	REAR EXTENSION	21/04/2021	Permission be granted	Householder
21/00578/DCH	08/03/2021	Pankhurst	HSE	9 LON MADOC, WHITCHURCH, CARDIFF, CF14 1HA	DEMOLITION OF EXISTING GARAGE AND PROPOSED SINGLE STOREY SIDE AND REAR EXTENSION	21/04/2021	Permission be granted	Householder
21/00389/DCH	25/02/2021	rees	HSE	34 MANOR RISE, WHITCHURCH, CARDIFF, CF14 1QJ	DEMOLITION AND REPLACEMENT OF EXISTING GARAGE CREATING OFFICE/STORAGE	21/04/2021	Permission be granted	Householder

Cardiff Council : Strategic Planning And Environment : Development Control

Applications Decided between 26/04/2021 and 30/04/2021

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
ADAMSDOWN								
21/00400/MNR	22/02/2021	Barau	FUL	25 CONSTELLATION STREET, ADAMSDOWN, CARDIFF, CF24 0HJ	USE OF PROPERTY AS A FOUR BED HOUSE (IN MULTIPLE OCCUPATION)	26/04/2021	Permission be granted	Minor - Dwellings (C3)
A/21/00026/MNR	04/03/2021	Open Outdoor Media Limited	ADV	LAND ADJACENT TO BRUNEL HOUSE, 2 FITZALAN ROAD, ADAMSDOWN, CARDIFF, CF24 0EB	PROPOSED LED DIGITAL BILLBOARD	29/04/2021	Planning Permission be refused	Advertisements
BUTETOWN								
21/00137/MJR	27/01/2021	Willis Construction Ltd	NMA	FORMER SITE OF THE WHARF, 121 SCHOONER WAY, ATLANTIC WHARF, CARDIFF, CF10 4EU	MINOR AMENDMENTS TO BLOCKS C, D AND F IN RESPECT OF MATERIALS, APPEARANCE AND LAYOUT - PREVIOUSLY APPROVED UNDER 16/00660/MJR	29/04/2021	Permission be granted	Non Material Amendment
20/02221/MJR	30/10/2020	Cardiff & Vale College	DOC	CARDIFF AND VALE COLLEGE, DUMBALLS ROAD, BUTETOWN, CARDIFF, CF10 5FE	DISCHARGE OF CONDITIONS 3 (REMEDIATION SCHEME AND VERIFICATION PLAN), 4 (VERIFICATION REPORT) AND 12 (CYCLE PARKING) OF 20/00384/MJR	27/04/2021	Full Discharge of Condition	Discharge of Conditions
CAERAU								
20/02201/DCH	24/11/2020	GUY	HSE	13 CYNTWELL PLACE, CAERAU, CARDIFF, CF5 5QL	TWO STOREY SIDE EXTENSION AND SINGLE STOREY REAR EXTENSION	30/04/2021	Planning Permission be refused	Householder

CANTON

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00932/DCH	15/04/2021	Caib a Rhaw	CLD	23 VICTORIA PARK ROAD EAST, CANTON, CARDIFF, CF5 1EG	ALTERATIONS TO FIRST FLOOR WINDOW ON THE REAR ELEVATION, REAR DORMER ROOF EXTENSION AND ADDITION OF ROOFLIGHTS TO THE FRONT ROOF ELEVATION	30/04/2021	Permission be granted	Other Consent Types
21/00251/MNR	05/02/2021	Hemming	CLU	11 CUMBERLAND STREET, CANTON, CARDIFF, CF5 1LT	USE AS RESIDENTIAL HOME FOR UP TO THREE CHILDREN	27/04/2021	Permission be granted	Other Consent Types
21/00519/DCH	02/03/2021	Bolwell	HSE	114 PEMBROKE ROAD, CANTON, CARDIFF, CF5 1QP	SINGLE STOREY REAR EXTENSION AND CONSTRUCTION OF DETACHED OUT-HOUSE IN REAR GARDEN	27/04/2021	Permission be granted	Householder
21/00806/MJR	08/04/2021	Cardiff City Council	NMA	LAND OFF LECKWITH ROAD, CANTON, CARDIFF	REVISION TO THE BIN STORE LOCATION AND THE INCLUSION OF A RUNNING TRACK TO PITCH 4 - PREVIOUSLY APPROVED UNDER 20/00035/MJR	27/04/2021	Permission be granted	Non Material Amendment
20/01847/MJR	16/09/2020	Ely Mill Development Company	DOC	FORMER PAPER MILL ARJO WIGGINS, OLD MILL BUSINESS PARK, SANATORIUM ROAD, CANTON, CARDIFF	PARTIAL DISCHARGE OF CONDITION 6 (TOPSOIL) OF 18/01190/MNR	28/04/2021	Partial Discharge of Condition (s)	Discharge of Conditions

CATHAYS

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
20/02637/MJR	18/12/2020	Mahavir Properties	LBC	QUEENSWEST, QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2AQ	PART-RECONFIGURATION AND ALTERATION OF EXISTING BUILDING INCLUDING ERECTION OF TWO ADDITIONAL STOREYS AND AN EXTERNAL STAIRWELL TO PROVIDE HOTEL ACCOMMODATION (USE CLASS C1), CHANGE OF USE OF EXISTING RETAIL UNIT (USE CLASS A1) TO FLEXIBLE RETAIL/FOOD AND DRINK UNIT (USE CLASS A1/A3), AND THE CREATION OF AN ADDITIONAL FLEXIBLE/FOOD AND DRINK UNIT (USE CLASS A1/A3), ASSOCIATED WORKS AND INTERNAL AND EXTERNAL ALTERATIONS TO LISTED BUILDING.	29/04/2021	Permission be granted	Listed Buildings
21/00620/MNR	12/03/2021	SHUROPODY	FUL	19 CATHEDRAL WALK, CITY CENTRE, CARDIFF, CF10 2DS	PROPOSED NEW SHOPFRONT	29/04/2021	Permission be granted	Other Consent Types
A/21/00028/MNR	12/03/2021	SHUROPODY	ADV	19 CATHEDRAL WALK, CITY CENTRE, CARDIFF, CF10 2DS	NEW SIGNAGE	29/04/2021	Permission be granted	Advertisements

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00232/MNR	05/03/2021	Troia (UK) Restaurants Ltd	FUL	43 THE HAYES, CITY CENTRE, CARDIFF, CF10 1GA	INSTALLATION OF FREE-STANDING STRUCTURE TO ENCLOSE EXISTING EXTERNAL SEATING AREA AND SHOPFRONT ALTERATIONS	27/04/2021	Withdrawn by Applicant	Other Consent Types
20/00684/MJR	17/03/2020	Morgan	LBC	NATIONAL MUSEUM AND GALLERY OF WALES, GORSEDD GARDENS ROAD, CATHAYS PARK, CARDIFF, CF10 3NP	RETROSPECTIVE ACOUSTIC IMPROVEMENTS AND INSTALLATION OF LIGHTING TRACKS AND LIGHT FITTINGS IN MAIN HALL AT GROUND AND FIRST FLOOR LEVELS	30/04/2021	Permission be granted	Listed Buildings
TEL/21/00072/T	28/04/2021	Clark Telecom Ltd	TEL	BRUNEL HOUSE, FITZALAN ROAD, ADAMSDOWN, CARDIFF, CF24 0BA	REPLACEMENT OF 3NO, ANTENNAS ON EXISTING SUPPORT POLES ON THE ROOF OF THE BUILDING. REPLACEMENT OF 9NO. RRUS WITH 6NO.ERS UNITS. ALL OTHER ASSOCIATED ANCILLARY EQUIPMENT THERETO AS ILLUSTRATED ON THE ENCLOSED DRAWINGS, INCLUDING WORKS WITHIN THE INTERNAL EQUIPMENT ROOM.	29/04/2021	No Response Sent	Other Consent Types
CREIGAU/ST FAGANS								
21/00731/DCH	07/04/2021	Hughes	DOC	47 PARC-Y-BRYN, CREIGIAU, CARDIFF, CF15 9SE	DISCHARGE OF CONDITION 7 (DRAINAGE SCHEME) OF 20/00652/DCH	27/04/2021	Full Discharge of Condition	Discharge of Conditions

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
CYNCOED								
21/00436/DCH	02/03/2021	Shafi	HSE	57A RHYD Y PENAU ROAD, CYNCOED, CARDIFF, CF23 6PY	ROOF EXTENSION INCLUDING RAISING OF RIDGE HEIGHT WITH DORMERS AND SINGLE STORY REAR EXTENSION	27/04/2021	Permission be granted	Householder
21/00221/DCH	28/01/2021	Crawford	HSE	213 LAKE ROAD WEST, ROATH PARK, CARDIFF, CF23 5QY	SINGLE STOREY REAR EXTENSION AND ASSOCIATED ALTERATIONS	29/04/2021	Permission be granted	Householder
ELY								
21/00549/DCH	04/03/2021	Snell	HSE	3 GLYNDWR ROAD, ELY, CARDIFF, CF5 4EE	SINGLE STOREY EXTENSION TO REAR AND SIDE ELEVATION AND TWO STOREY AT REAR PARTIAL DEMOLITION OF EXISTING GARAGE	27/04/2021	Permission be granted	Householder
18/01398/MJR	18/06/2018	DGG Development Ltd	FUL	22 COWBRIDGE ROAD WEST, ELY, CARDIFF, CF5 5BS	PROPOSED ERECTION OF NEW DEVELOPMENT TO FORM 29 FLATS	30/04/2021	Planning Permission be refused	Major - Dwellings (C3)
GRANGETOWN								
PRAP/21/00013/M/2	12/03/2021	Telefonica UK Limited (on behalf of Cornerstone)	PAT	LAND OFF FERRY ROAD, GRANGETOWN	INSTALLATION OF A 20M MONOPOLE ACCOMODATING 6NO. ANTENNAS, 2NO. MICROWAVE DISHES AND 1NO. EQUIPMENT CABINET WITH ANCILLARY WORKS	26/04/2021	No Prior Approval required	Other Consent Types
HEATH								

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00489/DCH	26/02/2021	Jenkins	HSE	7 LLWYNFEDW GARDENS, BIRCHGROVE, CARDIFF, CF14 4NW	SINGLE STOREY SIDE AND REAR EXTENSION	28/04/2021	Permission be granted	Householder

LLANDAFF NORTH

21/00701/DCH	23/03/2021	MURPHY	HSE	16 STATION ROAD, LLANDAFF NORTH, CARDIFF, CF14 2FF	DEMOLITION OF EXISTING REAR SINGLE STOREY STRUCTURE AND CONSTRUCTION OF NEW SINGLE STOREY REAR EXTENSION	29/04/2021	Permission be granted	Householder
21/00727/DCH	23/03/2021	Attley	HSE	60 WESTERN DRIVE, LLANDAFF NORTH, CARDIFF, CF14 2SF	SINGLE STOREY EXTENSION TO REAR AND PORCH TO FRONT ELEVATION	27/04/2021	Permission be granted	Householder

LLANISHEN

21/00416/DCH	23/02/2021	Paradigm Professional IPS	HSE	23 CLOS Y DRYW, THORNHILL, CARDIFF, CF14 9JG	TWO STOREY SIDE EXTENSION, SINGLE STOREY REAR EXTENSION WITH LOFT CONVERSION TO INCLUDE NEW REAR DORMER	26/04/2021	Planning Permission be refused	Householder
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<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
TEL/21/00067/T	20/04/2021	Clark Telecom Ltd	TEL	EE_28436, EARLSWOOD ROAD, LLANISHEN, CARDIFF, CF14 5DU	REMOVAL OF THE EXISTING SIDE BY SIDE EQUIPMENT CABINET AND INSTALLATION OF A NEW REPLACEMENT EQUIPMENT CABINET ANCILLARY APPARATUS WORKS INCLUDING THE INSTALLATION OF A GPS MODULE FIXED TO THE EXISTING POLE ALL OTHER ASSOCIATED ANCILLARY EQUIPMENT THERETO AS ILLUSTRATED ON THE ENCLOSED DRAWINGS	26/04/2021	No Response Sent	Other Consent Types

21/00761/DCH	25/03/2021	UREN	NMH	15 TANSY CLOSE, THORNHILL, CARDIFF, CF14 9FN	ALTERATIONS TO WINDOWS AND ROOF DESIGN - PREVIOUSLY APPROVED UNDER 20/01946/DCH	30/04/2021	Permission be granted	Non Material Householder
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LLANRUMNEY

PRAP/21/00015/MN	27/03/2021	Cornerstone and Telefonica UK Limited	PAT	JUNCTIONS OF LLANRUMNEY AVENUE AND NEWPORT ROAD, LLANRUMNEY	THE INSTALLATION OF A 20M SLIM-LINE COLUMN SUPPORTING 6 NO. ANTENNAS, 1 NO. EQUIPMENT CABINET AND ANCILLARY DEVELOPMENT THERETO INCLUDING A GPS MODULE, AND 3 NO. REMOTE RADIO HEADS (RRHS)	26/04/2021	No Prior Approval required	Other Consent Types
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PENTWYN

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00462/MJR	24/03/2021	Capital, Estates and Operational Services, Cardiff and Vale University Health Bo	DOC	LAND ADJACENT TO LLANEDEYRN COMMUNITY HUB AND LLANEDEYRN HEALTH CENTRE, MAELFA, LLANEDEYRN, CARDIFF	DISCHARGE OF CONDITIONS 9 (TOPSOIL TESTING), 10 (MATERIAL SAMPLING), 11 (IMPORTED AGGREGATE) AND 12 (SITE WON MATERIALS) OF 19/01610/MJR	28/04/2021	Full Discharge of Condition	Discharge of Conditions

PENYLAN

21/00434/DCH	22/02/2021	Spencer	HSE	16 KIMBERLEY ROAD, PENYLAN, CARDIFF, CF23 5DH	REAR SIDE, INFILL EXTENSION AND CONVERSION OF BASEMENT INTO KITCHEN/DINER AND ALTERATIONS TO REAR GLAZING	30/04/2021	Permission be granted	Householder
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PONTRENNAU/ST MELLONS

TEL/21/00069/T	22/04/2021	Openreach	TEL	11 MILLFIELD CLOSE, ST MELLONS, CARDIFF, CF3 0BH	POLE NOTICE	29/04/2021	No Response Sent	Other Consent Types
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RADYR

19/02887/MJR	08/11/2019	Redrow Homes (South Wales); Trustees of St Fagans No1 & 2 Trust and Trustees of	DOC	PLASDWR, RADYR, NORTH WEST CARDIFF, CF5 6LD	DISCHARGE OF CONDITION 24 (STRATEGIC FOUL DRAINAGE MASTERPLAN) OF 14/02733/MJR	29/04/2021	Full Discharge of Condition	Discharge of Conditions
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RHIWBINA

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
20/02483/MNR	07/12/2020	James Charles Delevopment LTD	DOC	177 PEN-Y-DRE, RHIWBINA, CARDIFF, CF14 6EN	DISCHARGE OF CONDITIONS 10 (SURFACE WATER DRAINAGE SCHEME), 11 (SUSTAINABLE DRAINAGE SCHEME) AND 12 (INFILTRATION TESTING) OF 19/01896/MNR	29/04/2021	Full Discharge of Condition	Discharge of Conditions
21/00652/DCH	17/03/2021	ROWLANDS	HSE	129 PANTMAWR ROAD, PANTMAWR, CARDIFF, CF14 7TE	REAR SINGLE STOREY EXTENSION	26/04/2021	Permission be granted	Householder
21/00305/DCH	09/02/2021	Lewis	HSE	10 LON Y NANT, RHIWBINA, CARDIFF, CF14 4ST	DEMOLITION OF EXISTING GARAGE AND PROPOSED SIDE EXTENSION WITH GABLE END ROOF EXTENSION	27/04/2021	Permission be granted	Householder
21/00670/DCH	22/03/2021	Gordon	CLD	5 BROOKLYN CLOSE, RHIWBINA, CARDIFF, CF14 6UT	SINGLE STOREY SIDE EXTENSION AND CONVERSION OF GARAGE AND CAR-PORT INTO LIVING SPACE AND STORAGE	30/04/2021	Permission be granted	Other Consent Types
21/00929/DCH	14/04/2021	HAVELKA	CLD	42 HEOL-Y-COED, RHIWBINA, CARDIFF, CF14 6HT	SINGLE STOREY REAR EXTENSION	30/04/2021	Permission be granted	Other Consent Types
RUMNEY								
21/00374/DCH	18/02/2021	Neal	HSE	MARDY HOUSE, MARDY ROAD, WENTLOOG, CARDIFF, CF3 2EH	PROPOSED INSTALLATION OF UNDERGROUND DOMESTIC SEWAGE TREATMENT PLANT	27/04/2021	Permission be granted	Householder
SPLOTT								

<u>Application No.</u>	<u>Date</u>	<u>Applicant</u>	<u>Type</u>	<u>Address</u>	<u>Proposal</u>	<u>Decision Date:</u>	<u>Decision:</u>	<u>Statutory Class:</u>
21/00371/MNR	15/02/2021	Bailey	FUL	REAR OF 47, ABERYSTWITH STREET, SPLOTT, CARDIFF, CF24 2EX	CHANGE OF LAND USE CLASS FROM CLASS C3 TO B8 (STORAGE OR DISTRIBUTION) AND CONSTRUCTION OF A NEW DETACHED GARAGE / STORE	27/04/2021	Planning Permission be refused	Minor - Other Principal Uses
PRAP/21/00014/MNR	19/03/2021	Hutchison UK Ltd	PAT	JUNCTION OF LEWIS ROAD AND OCAEN WAY, SPLOTT, CARIDFF	PROPOSED 20.0M PHASE 8 MONOPOLE C/W WRAPROUND CABINET AT BASE AND ASSOCIATED ANCILLARY WORKS	26/04/2021	No Prior Approval required	Other Consent Types
TROWBRIDGE								
21/00671/MJR	23/03/2021	Neal Soils Ltd	FUL	TY TO MAEN FARM, NEWTON ROAD, WENTLOOG, CARDIFF, CF3 2EJ	PARTIAL DISCHARGE OF CONDITION 3 (DESK TOP STUDY) OF 20/00285/MJR	28/04/2021	Full Discharge of Condition	Major - Other Principal Uses
WHITCHURCH/TONGWYNLAIS								
21/00888/DCH	12/04/2021	JAMES	CLD	16 KELSTON ROAD, WHITCHURCH, CARDIFF, CF14 2AJ	REAR DORMER ROOF EXTENSION	27/04/2021	Permission be granted	Other Consent Types
TEL/21/00068/T	22/04/2021	Maxema Ltd	TEL	HIGHWAYS LAND OFF LONGWOOD DRIVE, ADJACENT TO TAFF TRAIL SW, WHITCHURCH, CARDIFF	INCLUDES INSTALLING A 20M COLUMN ACCOMMODATING ANTENNAS AND MICROWAVE DISHES ALONG WITH THE INSTALLATION OF A GROUND-BASED EQUIPMENT CABINET, ALONG WITH ANCILLARY WORKS	29/04/2021	No Response Sent	Other Consent Types
20/02622/DCH	19/01/2021	Marchant	HSE	118 LON-Y-CELYN, WHITCHURCH, CARDIFF, CF14 7BJ	RETENTION OF REAR SINGLE STOREY EXTENSION AND FRONT PORCH	30/04/2021	Permission be granted	Householder

Application No. Date Applicant Type Address Proposal Decision Date: Decision: Statutory Class: