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AGENDA

Committee	PLANNING COMMITTEE
Date and Time of Meeting	WEDNESDAY, 28 JULY 2021, 1.30 PM
Venue	REMOTE MEETING VIA MS TEAMS
Membership	Councillor K Jones (Chair) Councillors Stubbs, Ahmed, Asghar Ali, Driscoll, 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 16 June 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:

21/00235/MJR, LAND EITHER SIDE OF RADYR TO PONTYPRIDD RAILWAY LINE AT GELYNIS FARM, TY-NANT ROAD, MORGANSTOWN

21/00236/MJR, LAND EITHER SIDE OF RADYR TO PONTYPRIDD RAILWAY LINE AT GELYNIS FARM, TY-NANT ROAD, MORGANSTOWN

21/00829/MNR, 173 PWLLMELIN ROAD, FAIRWATER

5 **Development Control Applications**

a 21/00829/MNR, 173 PWLLMELIN ROAD, FAIRWATER

b 21/00235/MJR, LAND EITHER SIDE OF RADYR TO PONTYPRIDD RAILWAY LINE AT GELYNIS FARM, TY-NANT ROAD, MORGANSTOWN

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

- c 21/00236/MJR, LAND EITHER SIDE OF RADYR TO PONTYPRIDD RAILWAY LINE AT GELYNIS FARM, TY-NANT ROAD, MORGANSTOWN
- d 21/01295/MNR, 76 COBURN STREET, CATHAYS
- e 21/00644/MNR, 82 COBURN STREET, CATHAYS
- 6 Section 257 Diversion, Town and Country Planning Act 1990 for Public Right of Way Llanedeyrn No.13 Footpath**
- 7 Applications decided by Delegated Powers**
- 8 Urgent Items (if any)**
- 9 Date of the Next Meeting - 18 August 2021**

Davina Fiore

Director Governance & Legal Services

Date: Thursday, 22 July 2021

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

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PETITION

COMMITTEE DATE: 28/07/2021

APPLICATION No. **21/00829/MNR**

DATE RECEIVED: 01/04/2021

ED: **FAIRWATER**

APP: TYPE: Full Planning Permission

APPLICANT: Mr Roach.

LOCATION: 173 Pwllmelin Road, Fairwater, Cardiff, CF5 3QB

PROPOSAL: CHANGE OF USE FROM A2 ESTATE AGENCY TO A3 HOT FOOD TAKEAWAY

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

- 1 C01 – Statutory Time Limit
- 2 The premises shall principally be used as a restaurant/hot food takeaway, café or coffee shop only and for no other purpose (including any other purpose in Class A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument amending, revoking or re-enacting that Order).
Reason: The use of the premises for other purposes within Class A3 could detract from the amenities of nearby occupiers.
- 3 Members of the public shall only be admitted to or allowed to remain on the premises between the hours of 08:00 and 23:00 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.
- 4 If at any time the use of the premises requires the installation of any external extraction equipment associated with the permitted use, details of the equipment shall be submitted to and approved by the Local Planning Authority in writing prior to installation of the extraction equipment.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected, in accordance with policy EN13 of the Local Development Plan.
- 5 Prior to beneficial use secure and covered cycle storage shall be provided for staff use within the site to accommodate at least 1 cycle and shall thereafter be retained.
Reason: To ensure that secure and under cover cycle parking facilities

are provided to encourage other modes of transport over the private car, in accordance with Policy T5 of the Local Development Plan.

RECOMMENDATION 2: The applicant is advised that a commercial contract is required for the collection and disposal of all commercial wastes under section 34 of the Environmental Protection Act 1990. Owners or developers of commercial developments/properties who require Cardiff County Council to collect and dispose of their waste are advised to contact the Commercial Services dept. (tel: 029 2071 7500).

RECOMMENDATION 3: The granting of planning permission does not remove the need to comply with the statutory nuisance provisions of the Environmental Protection Act 1990. The rating level of the noise emitted from fixed plant and equipment on the site shall achieve a rating noise level of background -10dB at the nearest noise sensitive premises when measured and corrected in accordance with BS 4142: 2014 (or any British Standard amending or superseding that standard).

RECOMMENDATION 4: The applicant is advised that a suitable grease trap should be provided to prevent entry into the public sewerage system of matter likely to interfere with the free flow of the sewer contents, or which would prejudicially affect the treatment and disposal of such contents.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application seeks planning permission to change the use of a single storey commercial building from a letting agent (class A2) to a hot food takeaway (class A3).
- 1.2 Internally the premises has a floor area of 46 square metres. Pedestrian access would be via the existing shop front door.

2. **DESCRIPTION OF SITE**

- 2.1 The premises is lies within a group of commercial units adjoined by a beauty salon at no. 171B Pwllmelin Road and a pharmacy shop at no. 68 Plas Mawr Road.

3. **SITE HISTORY**

- 3.1 17/02034/MNR – planning permission granted for single storey extension to office unit (A2).

07/00011/W – planning permission granted for single storey extension to shop unit.

06/02175/W – planning permission granted for change of use from A1 shop to A2 financial and professional services and alterations to shop front.

92/00774/W – planning permission refused for extension of opening hours of

proposed cafe and use as a take-away.

91/00778/W – planning permission granted for conversion to café.

3.2 Related History:

12/01520/DCO – planning permission granted and implemented for refurbishment of existing A1 retail unit and change of use to A3 hot food takeaway including new external fascia sign new gated access to rear service yard reinstating existing rear access door and windows to rear side & front elevations at no. 56A Plas Mawr Road.

10/02218/DCO – planning permission granted for new hot food takeaway in single storey extension to side and rear of existing fish and chip shop new mechanical extract flue and relocation of rear external fire escape staircase at no. 58 Plas Mawr Road.

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)
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 a condition to require details of external kitchen extraction equipment to be submitted and agreed.

5.2 Transportation – no comments received.

5.3 Waste Management – A change of use from A2 to A3 may lead to an increase in the volume of waste produced. The proposed storage area at the rear of the property is acceptable. 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 refer the applicant to Paragraph 5.12 of the Food, Drink and Leisure Uses Supplementary Planning Guidance: 2017).

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 South Wales Police – no comments received.

7. **REPRESENTATIONS**

7.1 The application was publicised by letter and site notice. A petition of objection was received, signed by 195 residents. Full details are viewable online.

7.2 Objections were received from nos. 171B Pwllmelin Road, 56A and 58 Plas Mawr Road. Full details are viewable online, their comments are summarised as follows:

- a) *Noise and smell impact;*
- b) *No details of extraction system;*
- c) *Concentration of existing class A3 uses;*
- d) *Antisocial behaviour;*
- e) *Parking impact;*
- f) *Waste;*
- g) *Impact upon business of existing hot food takeaway premises.*

7.3 The landlord of the property (Cardiff Council Estates) have commented, summarised as follows:

As landlord, unwilling to provide consent for the permission of a change of use as per the lease commencing 1st May 1982. The parade on which the unit is situated currently provides a good tenant mix. It incorporates the right proportion of various retail traders that satisfies the surrounding residential area. It is considered that another A3 user within the parade will not benefit the parade or existing community.

8. **ANALYSIS**

8.1 **Land Use Policy**

The application site is located within the settlement boundary as defined by the LDP proposals map and outside of a designated district or local centre. The existing A2 use is afforded no specific land use policy protection or designation. The application premises comprise one of a number of commercial premises (Use Classes A1/A2/A3/) within a commercial frontage.

The proposal should be assessed against Policy R8: Food and Drink Uses which identifies that food and drink uses are most appropriately located in the city centre (Central Business Area), the inner harbour/waterfront area of Cardiff Bay (Bay Business Area) and District and Local Centres. Food and drink uses are unlikely to be acceptable within or adjacent to residential area,

where they would cause nuisance and loss of amenity, or result in the loss of a residential property.

Although outside of a designated district of local centre, the application premises fall within an extended commercial shopping parade, where similar uses are already located and the change of use would not result in the loss of residential accommodation. Assessed against the above policy framework, the application raises no land use policy concerns.

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 the site is not located within a designated commercial centre and there is residential accommodation above other commercial premises in the locality. However, having regard that the premises is located within a terrace of commercial uses including class A3 uses at nos. 56a & 58 Plasmawr Road, the proposed use is considered appropriate. Residents in a mixed use commercial location cannot expect the same standards of amenity as those living in a wholly residential area.

It is noted that a previous application (92/00774/W) to extend the opening hours of and use as a take-away was refused, for loss of amenity from opening after 6pm. However, since then class A3 hot food takeaway uses with evening opening have been approved at 56A and 58 Plas Mawr Road, and the Cardiff Local Development Plan was adopted in January 2016 superseding previous development plan policies.

Conditions are considered necessary: (2) to prevent any future changes of use within the A3 use class to a more harmful use such as a public house; (3) to restrict the opening hours to 08:00 – 23:00; and (4) to require details of any future extraction system to be submitted and agreed. Having regard to the above it is considered that the proposal would not have any unreasonable amenity impact.

8.3 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.

Condition 3 would restrict opening to the hours of 08:00 – 23:00, and condition 2 would prevent any future changes of use within the A3 use class to more harmful uses such as a public house. Having regard to the above it is considered that the proposal would not have any unreasonable crime/disorder impact.

8.4 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, condition 6 is considered necessary to ensure cycle storage is provided prior to beneficial use. A condition preventing hot food takeaway sales would be unsustainable on the basis that existing class A3 uses within close proximity to the site have no restriction on hot food take away use.

8.5 Access

The entrance is level with the street, it is therefore considered that the proposal is inclusive in terms of access equality.

8.6 Other Matters

The request from Waste Management for a litter bin to be placed outside the unit is not considered reasonable having regard that there are existing litter bins within close proximity to the application site in front of this frontage of commercial units.

8.7 Representations

The representations received from neighbouring residents/business occupiers are noted. Specific issues are addressed as follows:

- a) Noise/smell impact: It is considered that the proposal would not result in unacceptable noise consequences as detailed within the above analysis. Condition 3 would restrict opening to the hours of 08:00 – 23:00, and condition 4 would require details of any kitchen extraction system to be submitted and agreed prior to installation, as requested by Neighbourhood Services. There are also additional statutory powers to control noise under the Control of Pollution Act 1990.
- b) No details of extraction system: Condition 4 would require details of any kitchen extraction system to be submitted and agreed prior to installation.
- c) Concentration of existing class A3 uses: The proposed use is considered policy compliant as detailed within the land use policy analysis.
- d) Antisocial behaviour: It is considered that the proposal would not result in unacceptable impact as detailed within the above analysis. Condition 3

would restrict opening to the hours of 08:00 – 23:00, and condition 2 would prevent change of use within the A3 use class to more harmful uses such as a public house.

- e) Parking Impact: 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.
- f) Waste: A location for the storage of waste within the site has been identified, and confirmed acceptable by Waste Management.
- g) Impact upon business of existing class A3 premises: Not a material planning consideration.
- h) Landlord consent/terms of lease: Not a material planning consideration.

8.8 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.

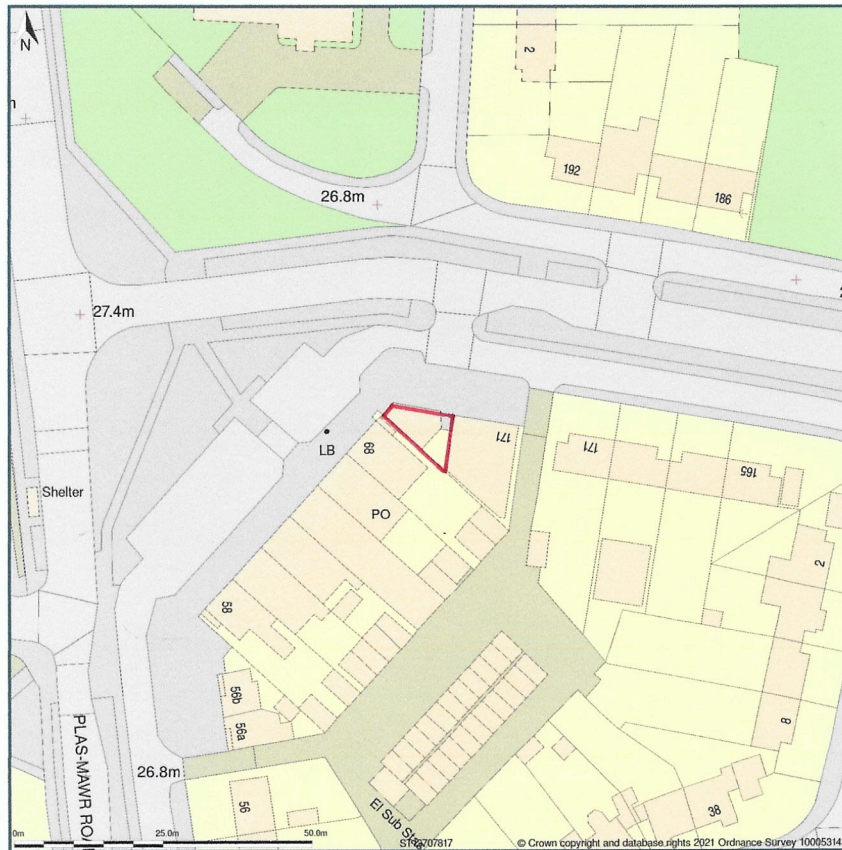
Equality Act 2010 – The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given 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.

8.9 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.

Mr Homes, 173, Pwllmelin Road, Fairwater, Cardiff, CF5 3QB



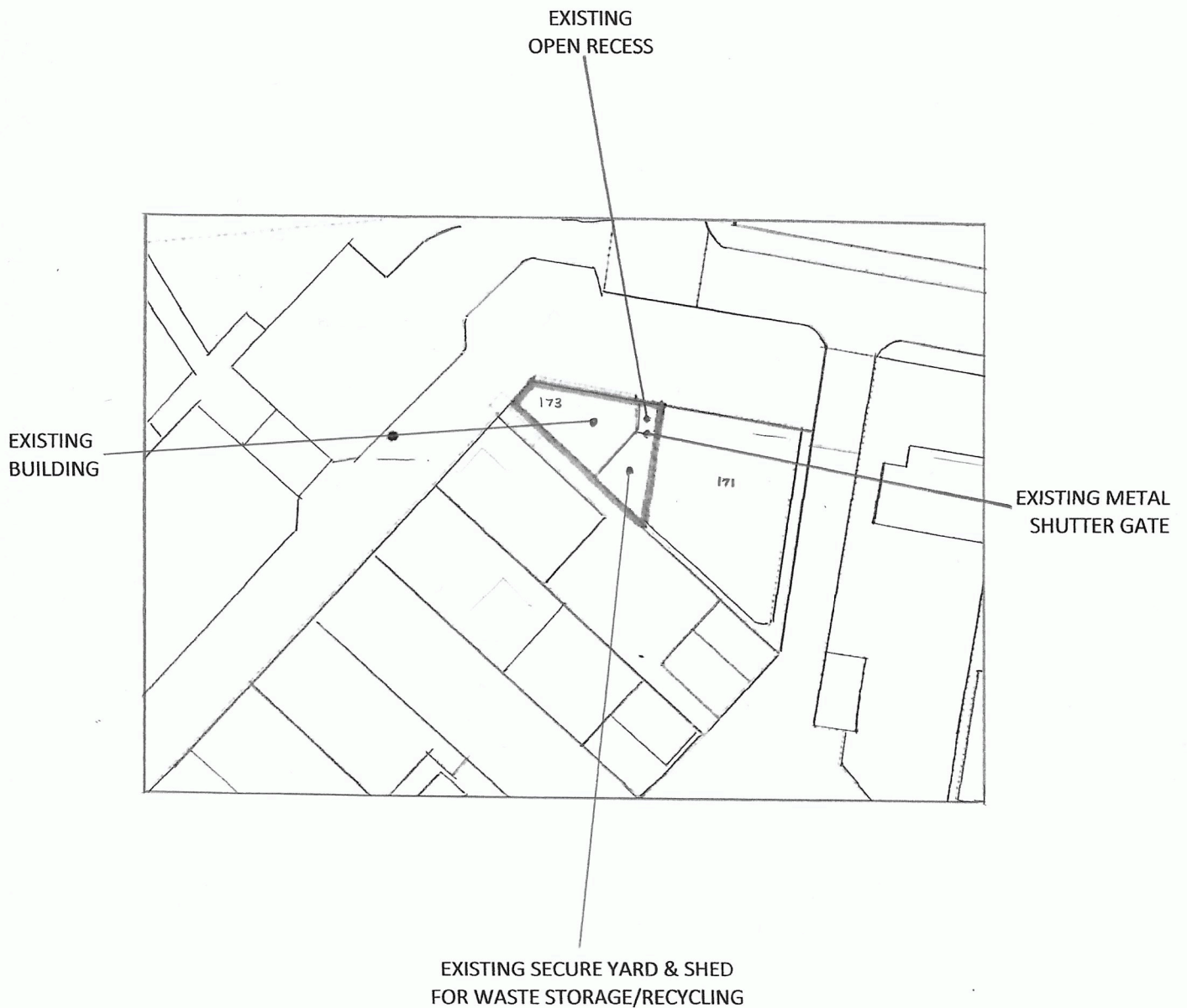
Site Plan shows area bounded by: 313630.35, 178104.16 313771.78, 178245.58 (at a scale of 1:1250), OSGridRef: ST13707817. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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173 PWLLMELIN ROAD, FAIRWATER, CARDIFF, CF5 3QB

PROPOSED CHANGE OF USE FROM A2 ESTATE AGENCY TO A3 HOT FOOD TAKEAWAY, 1:500 SCALE



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LOCAL MEMBER OBJECTION & PETITION

COMMITTEE DATE: 28/07/2021

APPLICATION No. **21/00235/MJR** APPLICATION DATE: 03/02/2021

ED: **RADYR**

APP: TYPE: Full Planning Permission

APPLICANT: Keolis Amey
 LOCATION: LAND EITHER SIDE OF RADYR TO PONTYPRIDD RAILWAY LINE AT GELYNIS FARM, TY-NANT ROAD, MORGANSTOWN, CARDIFF, CF15 8LB

PROPOSAL: NEW VEHICULAR AND PEDESTRIAN BRIDGE OVER THE RADYR - PONTYPRIDD RAILWAY LINE AND ASSOCIATED INFRASTRUCTURE AND REMOVAL OF PART OF A RUINED FARM BUILDING

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

1. **STATUTORY TIME LIMIT**
 The development permitted shall be begun before the expiration of five years from the date of this planning permission.
 Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. **APPROVED PLANS AND DOCUMENTS**
 The development shall be carried out in accordance with the following approved plans:
 - Planning Application Boundary TRAN01-KAW-RO-R2P-DDR-D-HW-000032 Rev P03;
 - Existing Site Plan TRAN01-KAW-R0-R2P-DDR-D-HW-000033 Rev P02;
 - General Arrangement TRAN01-KAW-R0-R2P-DDR-D-HW-000034 Rev P02;
 - Long Section TRAN01-KAW-R0-R2P-DDR-D-HW-000035 Rev P02;
 - Cross Sections TRAN01-KAW-R0-R2P-DDR-D-HW-000036 Rev P02;
 - Gelynis Farm Overbridge General Arrangement and Elevation TRAN01-KAW-R0-R2P-DDR-D-ST-00021 Rev P01;
 - Gelynis Farm Overbridge Elevations and Sections TRAN01-KAW-R0-R2P-DDR-D-ST-00022 Rev P01.

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

- Flood Consequences Assessment and Drainage Strategy Report (A01, 22 January 2021, Keolis Amey)
- Landscape and Visual Impact Assessment (November 2020, Axis)
- Ecological Impact Assessment (8 December 2020 Keolis Amey)
- Transport Statement (Amey Consulting, 15 December 2020)
- Cultural Heritage Impact Assessment: Gelynis Overbridge (RSK ADAS, January 2021)
- Written Scheme of Investigation for Programme of Archaeological Works at Gelynis Farm (RSK ADAS Limited, January 2021)
- Stage 1 and 2 Tree Survey and Arboricultural Impact Assessment Report (RSK Biocensus, December 2020)
- Gelynis Farm Overbridge Project, Morganstown, Cardiff – Soil Resource Survey and Soil Resource Plan (September 2020, Tim O'Hare Associates LLP)
- Heritage Impact Statement, Gelynis Overbridge (RSK ADAS, January 2021)

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. CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)
- Prior to the commencement of any site clearance, construction works or development, a Construction Environmental and Management Plan (CEMP) for the whole site shall be submitted to and approved in writing by the Local Planning Authority (LPA). The CEMP shall include:
- (i) An implementation programme;
 - (ii) Details of site clearance and construction methods and mitigation measures to be taken to minimize the impact of any works phasing / timing of works;
 - (iii) Details of Construction Traffic Management, which shall include: identification of the routes that construction vehicles would take and measures to regulate the routing of construction traffic, times within which traffic can enter and leave the site, times of deliveries, a signage strategy, site access, loading and unloading of plant and materials, access within the site including measures to ensure safe and convenient pedestrian, cycle and vehicular access through those areas not under construction or where construction is complete, wheel washing facilities, and details of parking for contractors vehicles, site operatives and visitors;
 - (iv) Details of the storage of plant and materials (including any oils, fuels and chemicals), construction compounds and any temporary facilities for construction staff;
 - (v) Details of site hoardings (including the erection, maintenance, security and any decorative displays);
 - (vi) Details of restrictions to be applied during construction including

- (vii) timing, duration and frequency of works and measures to control the emission of dust, dirt, vibration and noise during construction; Details of site waste management for the recycling and/or disposal of all waste resulting from construction works;
- (viii) A Construction Drainage Scheme indicating how surface water and land drainage run off will be controlled to prevent contamination, nuisance, subsidence or flooding to land, buildings, watercourses or adjacent highways during the construction period;
- (ix) details of fuel and chemical storage and containment; details of water consumption, wastewater and energy use. Provision for safe storage of the proposed fuel storage and urea offloading areas in accordance with Control of Pollution (Oil Storage) (Wales) Regulations 2016;
- (x) Pollution Prevention Plan to demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan;
- (xi) invasive species management; species and habitats protection, avoidance and mitigation measures (including a detailed lighting plan showing type and siting of lighting and light spill reduction measures, warning signs and site toolbox talks to ensure all key habitat retention and sensitive areas are protected and remain unaffected by construction works);
- (xii) details of topsoil strip, storage and amelioration for re-use;
- (xiii) Ecological clerk of works to ensure construction compliance with approved plans and environmental regulations;
- (xiv) List of on-site contacts and their responsibilities; and
- (xv) Contact details for local community liaison.

The approved details shall be complied with in full throughout the construction period.

Reason: In the interests of highway safety and protection of the environment and public amenity in accordance with Local Development Plan Policies T5 (Managing Transport Impacts), T6 (Impact on Transport Networks and Services), EN6 (Ecological Networks and Features of Importance for Biodiversity), EN10 (Water Sensitive Design), and EN13 (Air, Noise, Light Pollution and Land Contamination).

4. GREEN INFRASTRUCTURE MITIGATION STRATEGY (GIMS)

No development shall commence until a Green Infrastructure Mitigation Strategy (GIMS) has been submitted to and approved in writing by the Local Planning Authority (LPA). The GIMS shall include:

- (i) the mitigation measures set out in Tables 10, 11 and 12 of the Ecological Impact Assessment: Gelynis Farm Overbridge and Compound (A01, dated 08/12/20);
- (i) enhancement measures as set out in Section 6 of the Ecological Impact Assessment: Gelynis Farm Overbridge and Compound (A01, dated 08/12/20);
- (ii) the conclusions and recommendations of the Green Infrastructure Statement submitted in support of the application;

- (iii) Details of retention of grassland ground material to form a seed bank or details of re-seeding proposals;
- (i) A Method statement for the translocation of common spotted orchids.

The GIMS shall provide details of the proposed short and long-term management, monitoring and maintenance requirements for the ecological mitigation identified. The development shall be carried out in accordance with the approved GIMS prior to beneficial use of the bridge hereby approved.

Reason: To protect and enhance the Green Infrastructure resource of the site, in accordance with Local Development Plan Policy (KP16 Green Infrastructure).

5. NESTING BIRDS

No removal of hedgerows, trees, scrub or shrubs shall take place between 1st March and 15th August, unless it can be demonstrated to the Local Planning Authority's written satisfaction that there are no birds nesting in the vegetation to be removed immediately (48 hrs) before works commence.

Reason: To avoid disturbance to nesting birds which are protected under the Wildlife and Countryside Act 1981: Part 1 1(1)(b), it is an offence to intentionally take, damage or destroy the nest of any wild bird while that nest is in use or being built, in accordance with Local Development Plan Policies EN6 (Ecological Networks and Features of Importance for Biodiversity) and EN7 (Priority Habitats and Species).

6. TREE PROTECTION

No development shall take place until the following have been submitted to and approved in writing by the Local Planning Authority (LPA) in accordance with the current British Standard 5837:

- (i) An Arboricultural Method Statement (AMS) detailing the methods to be used to prevent loss of or damage to retained trees within and bounding the site, and existing structural planting or areas designated for new structural planting. The AMS shall include details of site monitoring of tree protection and tree condition by a qualified arboriculturist, undertaken throughout the development and after its completion, to monitor tree condition. This shall include the preparation of a chronological programme for site monitoring and production of site reports, to be sent to the LPA during the different phases of development and demonstrating how the approved tree protection measures have been complied with.
- (ii) A Tree Protection Plan (TPP) in the form of a scale drawing showing the finalised layout and the tree and landscaping protection methods detailed in the AMS that can be shown graphically. The development shall be carried out in full conformity with the approved AMS and TPP.

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

accordance with Local Development Plan Policy EN8 (Trees, Woodlands, and Hedgerows).

7. LANDSCAPING SCHEME

No development shall take place until full details of soft landscaping have been submitted to and approved in writing by the Local Planning Authority (LPA). These details shall include:

- (i) A soft landscaping implementation programme;
- (ii) Scaled planting plans prepared by a qualified landscape architect;
- (iii) Evidence to demonstrate that existing and proposed services, drainage and visibility splays will not conflict with proposed planting;
- (iv) Schedules of plant species, sizes, numbers and densities prepared by a qualified landscape architect;
- (v) a planting section for all tree planting types, depicting planting hole preparation and soil profiles, tree supports and guards and the extent and depth of mulch circles
- (vi) Topsoil and subsoil specification for all planting types. 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.
- (vii) 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, to monitor compliance in accordance with Local Development Plan Policy KP16 (Green Infrastructure) and enhance the setting of the Listed Building in accordance with Local Development Plan Policy EN9 (Conservation of the Historic Environment).

8. LANDSCAPING 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 7. Reason: To maintain and improve the amenity and environmental value of the area, in accordance with Local Development Plan Policy KP16 (Green Infrastructure).

9. **SOIL RESOURCE SURVEY AND PLAN**
Topsoil and subsoils shall be managed in accordance with the 'Gelynis Farm Overbridge Project, Morganstown, Cardiff – Soil Resource Survey and Soil Resource Plan', dated September 2020 (Tim O'Hare Associates LLP).
Reason: To ensure that the soil resource is managed sustainably as part of development, to minimise its loss and damage to its functionality and to optimise its potential for use and re-use in situ and site-won in accordance with Local Development Plan Policy KP15 (Climate Change).
10. **LISTED BUILDING INTERPRETATION**
Prior to the diversion of Footpath No. 1 Radyr details of the location and form of a heritage board explaining the history and significance of Gelynis Farm shall be submitted to and approved in writing by the Local Planning Authority. The board shall be installed in accordance with the approved details prior to the beneficial use of the bridge hereby approved.
Reason: To increase understanding and appreciation of Gelynis Farmhouse in accordance with Local Development Plan Policy EN9 (Conservation of the Historic Environment).
11. **STRATEGIC WATER MAIN PROTECTION**
No development shall take place until a method statement and risk assessment for the protection of the structural condition of the strategic water main crossing the 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 Local Development Plan Policy EN11 (Protection of Water Resources).
12. **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 (LPA) in advance of its importation. Only material approved by the LPA shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the WLGA / WG / NRW guidance document, 'Requirements for the Chemical Testing of Imported Materials for Various End Uses and Validation of Cover Systems' (2013). 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 Local Development Plan Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

13. 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 (LPA) in advance of its importation. Only material approved by the LPA shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the WLGA / WG / NRW guidance document, 'Requirements for the Chemical Testing of Imported Materials for Various End Uses and Validation of Cover Systems' (2013). 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 Local Development Plan Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

14. 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 (LPA) in advance of the reuse of site won materials. Only material which meets site specific target values approved by the LPA shall be re-used.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Local Development Plan Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

15. 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 shall be reported in writing within 2 days to the Local Planning Authority (LPA), 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 LPA. Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the LPA. 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 Local Development Plan Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

16. HIGHWAY REINSTATEMENT WORKS

No development shall take place until a scheme of public realm/highway reinstatement works for the junction between the B4262 (Tŷ Nant Road) and Pugh's Garden Centre has been submitted to and approved in writing by the Local Planning Authority (LPA). The scheme shall include but not be limited to the reinstatement/resurfacing as required of the carriageway and footway abutting the access including surfacing, kerbs, edging, drainage, lighting, lining, signing and street furniture as required as a consequence of the scheme. No beneficial use of the overbridge approved under this permission shall take place until the scheme has been constructed in accordance with the approved details if deemed necessary by the Local Planning Authority.

Reason: To reinstate the footway/highway and provide an improved pedestrian environment to facilitate safe commodious access to the proposed development in accordance with Local Development Plan Policies T1 (Walking and Cycling), T5 (Managing Transport Impacts) and T6 (Impact on Transport Networks and Services).

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

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

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

contaminated or potentially contaminated by chemical or radioactive substances.

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

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

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

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

RECOMMENDATION 4: That the Applicant / Developer be advised of Dwr Cymru Welsh Water's advice regarding future connections to the public sewer set out in their letter of 8 March 2021, forwarded to the Agent acting on behalf of the Applicant.

RECOMMENDATION 5: That the Applicant / Developer be advised of Natural Resources Wales' advice regarding the need for a Flood Risk Activity Permit set out in their letter of 16 March 2021, forwarded to the Agent acting on behalf of the Applicant.

RECOMMENDATION 6: 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 7: That the applicant be advised to note that the Local Planning Authority would retain control over any additional structures to enclose the curtilage or sever the relationship between farm and outbuildings.

RECOMMENDATION 8: That the developer be advised to sign up to Natural Resources' Wales Flood Warning Service for the duration of the construction programme.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 Planning permission is sought for the construction of a new vehicular and pedestrian bridge over the Radyr-Pontypridd railway line and associated infrastructure and removal of part of a ruined farm building on land at Gelynis Farm, Ty-Nant Road, Morganstown.
- 1.2 As part of the enhancements to the Core Valley Lines (CVL) network, the number of services will increase in frequency and rolling stock will be upgraded to an electric fleet, meaning quieter and faster trains. These improvements will increase the risk of conflict between users of two level crossings and train services. To comply with health and safety requirements, an alternative access is required to mitigate the risk for users of the Pentyrch crossing (providing pedestrian access to Station House) and the Gelynis Crossing.
- 1.3 The new bridge would provide vehicle access to properties at Gelynis Farm and Station House. The existing level crossings providing access to these properties would be closed (pedestrian only access in respect of Station House). Access to the Gelynis Farm level crossing would be retained as a future maintenance access for the railway operator and also to provide access to the remaining farmland.
- 1.4 The new road would be approximately 370 metres long and has been designed for vehicle speeds up to 20 mph. The embankments would be set approximately 1.5 metres north of the existing M4 motorway embankments and the bridge would be set 5 metres above track level, with the road gradients being up to 1:12.5 (8%). The road would be 5 metres wide with 2 metre verges either side, reducing to 4.1 metres width on the bridge plus a 1.5 metre wide verge for pedestrian safety.
- 1.5 The existing Public Right of Way (PROW), Radyr No. 1, which currently utilises the level crossing providing a pedestrian link between Morganstown and the Taff Trail to the east would be re-routed across the new bridge. This would be secured under separate legislation outside of the planning process.
- 1.6 15 no. trees (5 no. Category 'B' and 10 no. Category 'C/U') and 3 groups (Category 'C') would need to be removed to facilitate the development. All Category 'A' trees within the survey area would be retained.
- 1.7 A temporary construction compound would be required in order to implement any planning permission and the field immediately south of the existing access road and west of the railway line has been identified for this purpose. Before any construction work commences, the applicant will also be carrying out the electrification of this section of the CVL network under 'permitted development' rights which would require its own construction compound on part of the

Moundfield recreation ground to the north. The electrification works would commence in advance of any implementation of this development. HGV traffic for both the electrification works and the proposals subject to this application would utilise the construction route from the north via Pugh's Garden Centre. Construction worker vehicles for this application would access the site via the existing private lane from Ty Nant Road to the west.

- 1.8 A separate application for Listed Building Consent seeking permission for the removal of part of a field wall associated with Gelynys Farm, a Grade II* listed building, is also reported to this Committee (ref: 21/00236/MJR).
- 1.9 Cardiff Council received a request for a screening opinion in December 2019 to determine whether the Council considered the Core Valley Line Transformation Works to constitute development requiring Environmental Impact Assessment. On 12th February 2020 the Council published its opinion that the works, which include the installation of new overbridges, did not constitute EIA Development and therefore an Environmental Statement was not required (ref: Sc/19/00018/MJR).
- 1.10 The application is supported by the following documents:
 - (i) Green Infrastructure Statement;
 - (ii) Flood Consequences Assessment and Water Environment Assessment
 - (iii) Construction Dust Management Plan
 - (iv) Construction Noise Assessment
 - (v) Landscape and Visual Impact Assessment
 - (vi) Ecological Impact Assessment
 - (vii) Transport Statement
 - (viii) Cultural Heritage Impact Assessment
 - (ix) Written Scheme of investigation
 - (x) Tree Survey and Arboricultural Impact Assessment
 - (xi) Soil Resource Survey and Assessment
 - (xii) Heritage Impact Statement

2. **DESCRIPTION OF SITE**

- 2.1 The site comprises approximately 9,727m² on land at Gelynys Farm, located immediately west of the River Taff, north of the M4 motorway, and east of Ty Nant Road (Main Road), Morganstown. Gelynys Farm, a Grade II* Listed Building, is accessed via a private drive from Ty Nant Road (Main Road) and the site comprises a combination of agricultural land, railway land, and amenity grassland within the ownership of Gelynys Farm.
- 2.2 Radyr No. 1, a Public Right of Way utilises this access lane and level crossing, providing a link between Morganstown to the Taff Trail on the east bank of the River Taff.
- 2.3 The River Taff, a designated Site of Importance for Nature Conservation (SINC), is immediately east of the application site and flows in a north-south direction parallel to the orientation of the railway line. The riverbank is lined by

mature trees.

- 2.4 The M4 motorway lies immediately south of the application site. The motorway embankments contain dense tree cover which, together with parts of the woodland to the west boundary, fall within the Mynydd Woods SINC. The mixed deciduous woodland on the western boundary is also subject to a Tree Preservation Order.
- 2.5 To the north is the Moundfield public open space which contains a grass football pitch, skate park, changing rooms and a car park. Access to this space is via Pugh's Garden Centre further to the north. The Morganstown Castle Mound, a designated scheduled monument, lies further north between the Mound Field and Pugh's Garden Centre, and adjacent to this access.
- 2.6 The site is generally flat and level with a ground elevation of approximately 26-27m AOD. It lies within a C2 Flood Zone (an area of the flood plain without significant flood defence infrastructure, including flood defences).
- 2.7 The Pentyrch level crossing (for Station House) is pedestrian only. Station House is two-storeys and fronts directly onto the railway. Gelynys Farm is currently used as a guest house. The property is two-storey, and the main elevation faces south. A garden area is due south of the property, and a small orchard is located to the south-west. The private access road runs to the northern side of the property.

3. SITE HISTORY

- 3.1 No relevant history for the application site, though the following applications have been considered in the vicinity of the site:
- 3.2 20/1748/MNR: Permission refused in February 2021 for the erection of pre-fabricated farm office/amenity unit and barn structure at Gelynys Farm for the following reasons:
 1. The application site lies outside defined settlement boundaries, where it is intended that new development be strictly controlled and the proposed development by virtue of its scale, design and position is considered to have an detrimental impact on the countryside, river corridor and landscape setting of the area and cannot be justified in this location, contrary to Policies KP3 (B), EN1, EN3 and EN4 of the Cardiff Local Development Plan 2006 – 2026.
 2. The proposed development is not justified in terms of tests (i) and (ii) outlined in para 6.2 of Technical Advice Note 15 (Development and Flood Risk) and does not meet test (iii) as it is not considered to be Previously Developed Land and is therefore considered contrary to Policies KP15 and EN14 of the Cardiff Local Development Plan 2006-2026 and Technical Advice Note 15 (Development and Flood Risk).
 3. The development by virtue of its siting would sterilise land associated with the sand and gravel resources located within the Sand and Gravel

Safeguarding Area in this location, contrary to Policy KP11 and M7 of the Cardiff Local Development Plan 2006-2026.

4. Insufficient information has been submitted to fully assess the impact of the proposal in terms of transport, ecology, trees, drainage and waste, and upon the setting of listed buildings, contrary to Policies KP8, KP12, KP15, KP16, KP17, T1, T5, EN6, EN7, EN8, EN9, EN10, EN14 and W2 of the Cardiff Local Development Plan 2006-2026.

3.3 20/01138/MNR: Permission granted in February 2021 for retention of as-built concrete access track at Gelynis Farm.

3.4 20/00416/MNR: Permission granted in June 2020 for proposed diverted access track to serve Station House.

3.5 16/00413/MNR: Prior Approval granted in June 2016 for agricultural building for storage of hay and agricultural machinery and an access track at Gelynis Farm.

4. POLICY FRAMEWORK

4.1 Future Wales – The National Plan 2040

4.2 Planning Policy Wales, Edition 11 (February 2021)

4.3 Technical Advice Notes (TANs):

5	Nature Conservation and Planning
10	Tree Preservation Orders
11	Noise
12	Design
15	Development and Flood Risk
16	Sport, Recreation and Open Space
18	Transport
24	The Historic Environment

4.4 Local Development Plan (January 2016):

KP3(B)	Settlement Boundaries
KP5	Good Quality and Sustainable Design
KP8	Sustainable Transport
KP13	Responding to Evidenced Social Needs
KP14	Healthy Living
KP15	Climate Change
KP16	Green Infrastructure
KP17	Built Heritage
EN1	Countryside Protection
EN3	Landscape Protection
EN4	River Corridors
EN5	Designated Sites
EN6	Ecological Networks and Features of Importance for Biodiversity

EN7	Priority Habitats and Species
EN8	Trees, Woodlands and Hedgerows
EN9	Conservation of the Historic Environment
EN10	Water Sensitive Design
EN11	Protection of Water Resources
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
T8	Strategic Recreational Routes
T9	Cardiff City Region 'Metro' Network
C6	Health
M7	Safeguarding of Sand and Gravel, Coal and Limestone Resources

4.5 Supplementary Planning Guidance:

- Green Infrastructure (November 2017)
 - Ecology & Biodiversity Technical Guidance Note (TGN)
 - Trees and Development TGN
 - Public Rights of Way and Development TGN
 - River Corridors TGN
 - Soils and Development TGN
- Managing Transportation Impacts (July 2018)
- Planning for Health and Wellbeing (November 2017)

5 **INTERNAL CONSULTEES RESPONSES**

5.1 The **Operational Manager, Transportation**, makes the following comments on the application:

- (i) As part of ongoing improvements to rail services the number of trains running on the network will be increasing and the trains upgraded to electric, which are both faster and quieter than the existing rolling stock. As such there will be an increased potential for conflicts between trains and users of level crossings. To achieve the programmed service improvement works are therefore required to the network, including the closure of existing level crossings in order to mitigate the increased safety risks to occupiers and the public.
- (ii) In this context the above application seeks to provide a new private farm road and overbridge to allow the closure of two existing rail level crossings situated at Gelynys Farm and Station House, Morganstown. The new road and bridge would function as a replacement access to the existing properties, as well as providing a diversion route for footpath No. 1 Radyr that utilises the existing private road and level crossing.

- (iii) The new section of road (inc. bridge) will have an end to end length of approximately 370m with an average width in excess of 5m, plus 2m verges, except where the road width is reduced across the bridge deck to 4.1m with a hard verge of 1.5m at a higher level to the carriageway. The submission advises that this arrangement (elevated pedestrian section over the bridge span) has been provided for the safety of pedestrian while on the structure itself. The width and general layout of the replacement road is comparable with or slightly more generous than the current arrangement, albeit the point to point distance of the new route is longer and involves negotiating the bridge ramps (discussed below).
- (iv) In addition to any other means of enclosure, vehicle restraint barriers of circa 900mm in height would be installed along the elevated sections of the proposed access road where it sits on top of the earth embankment ramps, along with which solid reinforced concrete containment parapets (walls) of approx. 2.2m in height would be installed along either side of the bridge where it crosses the rail line.
- (v) The existing Footpath No.1 Radyr that is to be diverted along the new road and over bridge will leave its existing route shortly after crossing the River Taff in the east and re-join it again just before the end of the Gelynis Farm fields on the west. The existing route to be diverted measures some 235m in length and will be replaced by a route of some 335m, amounting to an addition 100m walking distance. To put this increased distance in context, as an example the walk from the Church on Chapel Road in Morganstown to the Village Hall in Tongwynlais is 1.3km or 1300m, the increased walking distance of 100m therefore amounts to an additional 7.5% of the overall distance; and as the overall distance increases the additional length becomes less of a factor. This 100m increase in the point to point distance is therefore considered be insignificant in relation to the distance of any likely actual journey and in light of the often recreational nature of the use.
- (vi) The bridge will be accessed via earth embankment ramps and the design gradient of these has been the subject of some concern/objection. In which respect, to achieve the required headroom above the rail lines within the space available the ramps are proposed to be 1:12 or 8% and will not include landings as they need to cater for vehicles as well as pedestrians. The applicant acknowledges that the gradients of the road are steeper than recommended by the guidance for inclusive mobility. However in considering the matter it must be noted that mobility and active travel guidance confirms that 1:12/8% is the maximum recommended gradient (para 4.7.11, see below), although 1:20/5% is preferable. He is advised these gradient values are common across access guidance, albeit when considering a pedestrian only ramp they would generally expect intermediate landings (level areas) to be included.

(December 2014) extract: 4.7.11 As a general rule, a gradient of 5% (1 in 20) should be regarded as a desirable maximum in most situations and 8% (1 in 12) should be used as the absolute maximum. However, it is recognised that there will be locations where steeper gradients cannot reasonably be avoided. In these situations local authorities will need to explain the justification for proposing steeper gradients, as per the requirements of Section 3(6) of the Active Travel Act.

- (vii) When considering gradients it must also be noted that Footpath No.1 Radyr meets Ty Nant Road via a set of steep stone steps and the bridge ramp gradients are shallower than those in the western part of the private farm access road, which are approximately 1:10/10%. As such he agrees with the applicant that the slopes of the proposed new bridge crossing are unlikely to deter users, given the topography of retained sections of the route to the west. He is therefore content that the proposed bridge ramp gradients, while at the upper end of the guidance limits, are acceptable for the reasons given.
- (viii) The diversion of the existing footpath will be subject to separate application to the Council under Section 257 of the Town and Country Planning Act 1990, following determination of this planning application. While, in a strict sense, the determination of the footpath diversion applications falls outside the scope of this planning application, it is nonetheless noted that the principle (of the diversion) is intrinsic to the planning application and brings with it safety benefits to the public, who will no longer be required to negotiate a level crossing and associated gates. Therefore, without prejudice to consideration of any formal application, he would confirm that he currently has no objection in principle to the proposed diversion of the footpath.
- (ix) In terms of construction, it is noted that two compounds will be formed to the west of the rail line, one to the north of the current farm road/level crossing and one to the south. The northern compound will be served from Pugh's Garden Centre via the existing junction on Ty Nant Road and a haul road to be constructed alongside the rail line, this compound will be used by HGV traffic coming from the strategic highway network (B4262/A470/M4). The southern compound will be restricted to smaller vehicles and access via the existing farm road and connection to Ty Nant Road at Y Wern. Swept path and visibility splay analysis has been undertaken at the junctions to ensure they are suitable for the types of vehicles that will use them during construction, such that there will be no impact on the use of the public highway.
- (x) The submitted Transport Statement (TS) details the anticipated maximum numbers of HGVs generated by the development and accessed via the Pugh's Garden Centre junction. The individual elements of the works such as construction of abutments, ramps, surfacing, etc. are broken down and expressed as a maximum number of daily vehicle movements over the duration of the scheme. The

predicted number of daily HGV movements ranges 1 to 2 per day for low intensity tasks, up to 28 daily movements for the most intensive task.

- (xi) The TS acknowledges that the period of maximum average vehicle movements, 28 per day during construction of the crane platform, can be considered reasonably high and as such it is proposed that measures will be implemented to minimise and mitigate any disturbance to the public including: HGV deliveries avoiding peak hours; delivery vehicles being provided with specific time slots and the use of a holding area away from the site to avoid queuing on the highway; the use of CCTV real time traffic monitoring; the north access haul road to be surfaced to HGV standard; the installation of a pedestrian crossing, warning signage and yellow box at the junction of Pugh's Garden centre to mitigate any potential conflict with visitors/pedestrians. These latter elements (crossing and yellow box) are shown in principle on Figure 8 in the submitted Transport Statement.
- (xii) The provision of the above mitigation measures, both passive and active, and overall construction traffic management should be captured in a Construction and Environmental Management Plan/Construction Traffic Management Plan secured by condition (condition wording below), in the event the Council is minded to grant planning permission.
- (xiii) In conclusion, the application is considered to be acceptable in principle and the transport analysis provided by the applicant a reasonable assessment of the potential traffic impact. It is therefore concluded that there is sufficient capacity within the existing network to accommodate the projected construction activity and that with the appropriate controls those activities can be undertaken safely and without interference to the use of the public highway.

5.2 **Shared Regulatory Services, Environment Team**, notes that the proposals include extensive earthworks for construction, drainage, ecological mitigation and landscaping. Information submitted as part of the above application indicates localised made ground, which will need to be assessed for potential contamination to determine its suitability for any proposed use at the development.

5.3 Should there be any importation of soils 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.

5.4 They request the inclusion of the conditions regarding imported soil and aggregates and the use of site won materials, and an 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.

5.5 The **Tree Officer** notes that 5 no. 'B' category trees will be lost as a result of development. Although such trees should be retained and protected as part of development wherever possible, if overriding design justifications are presented for removal then the applicant should demonstrate how the loss is mitigated. He is satisfied that subject to the submission of a satisfactory Arboricultural Method Statement and Tree Protection Plan, the retained trees can be protected from unacceptable harm. A condition will be required if this is not provided upfront. Mitigation is presented as an illustrative landscape plan but full landscaping details will be required comprising the following elements:

- (i) A soft landscaping implementation programme.
- (ii) Scaled planting plans prepared by a qualified landscape architect.
- (iii) Evidence to demonstrate that existing and proposed services, lighting, CCTV, drainage and visibility splays will not conflict with proposed planting.
- (iv) Schedules of plant species, sizes, numbers and densities prepared by a qualified landscape architect.
- (v) Scaled tree pit sectional and plan drawings prepared by a qualified landscape architect that show the Root Available Soil Volume (RASV) for each (specimen) tree.
- (vi) 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.
- (vii) 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.

5.6 He has no 'in principle' objection to the illustrative landscape plan, but considers *Betula pubescens* a more appropriate and locally native tree as opposed to *Betula pendula* and considers that the proposals should incorporate selective, larger native specimen tree planting to give some instant impact and to help offset the losses. The 5 no. 'B' category trees to be removed are all ash and consequently are likely to be vulnerable to ash die-back disease. The tree report notes that ash dieback is extensive locally and he supports the intention of the proposed woodland planting to provide oak (*Quercus robur*) as the dominant large species tree as opposed to ash. The tree report also refers to the potential for management of existing woodlands and he thinks that this would be a good idea to help ensure the long-term sustainability of these woodlands given the ongoing problem of ash dieback.

- 5.7 He advises it is important that landscaping proposals and specifications are informed by the submitted Soil Resource Survey and Plan (SRS & SRP). The SRP needs to be amended to make provision for auditable site monitoring of soil stripping, storage, handling, amelioration, remediation and placement, to ensure it is fit for purpose. This should include provision for site monitoring reports to be issued to the Local Planning Authority.
- 5.8 The **Ecologist**, having considered Ecological Impact Assessment (EclA) and associated appendices and the Green Infrastructure Statement, makes the following comments:
- (i) He generally supports the methodology and conclusions of the EclA, subject to the following clarifications on some minor discrepancies:
 - (ii) The Indicative Construction Layout (Phase 1 Habitat Map Figure 3 dated December 2020) appears to show the HGV construction access to the Gelynis Farm Compound, marked in yellow, passing through a series of semi-natural habitats. These habitats do not appear to have been considered in the Phase 1 habitat Map Rev P02. The placement of the HGV route on the Construction Layout plan may simply be an artefact of the indicative nature of this diagram, but for the avoidance of doubt he seeks clarification of the route of this HGV access and of the impact upon the hedges, scrub and trees etc that it appear to pass through. If there is any additional tree loss as a result of this route, then the implications for species such as bats should be determined.
 - (iii) Similarly, the Morganstown Compound is depicted as a 'Temporary Construction Compound for rail electrification works' in the Indicative Construction Layout, but is not included in the Ph 1 Habitat Map. However at least part of this site was subject to a reptile survey and dormouse survey, among others. If this compound is to be used as part of the overbridge scheme, then the impact of its construction should receive full consideration in the EclA.
 - (iv) Green Infrastructure Mitigation Strategy Tables 10, 11 and 12 of the EclA set out a series of mitigation measures arising from the assessment of impact upon various habitats and species. Section 6 of the same document also sets out a series of enhancement measures. All of these measures, together with the Green Infrastructure Statement submitted in support of this application, should be used to form the basis of a Green Infrastructure Mitigation Strategy, or similar. A document such as this should demonstrate how ecology, nature conservation, trees, soils, landscaping, SuDS, and access and recreation are planned in an integrated way which reconciles conflicts and exploits synergies between all of these elements of GI. A planning condition should be used to secure this strategy, as has been used on other recent developments. The GIMS should work in concert with the CEMP as advised by NRW, and which would ensure compliance with LDP Policy KP16.

- (v) He notes that the tables referred to above, and the mitigation measures within them, do not refer to mitigation of impacts upon grassland habitats. However, the Preliminary Ecological Appraisal states that 'The semi-improved neutral grassland and marshy grassland is a Cardiff LBAP habitat and is of value to a variety of species including pollinators, reptiles and foraging mammals. Based on the current design it will not be possible to avoid the loss of the field on the western side of the railway due to the planned location of the compound and overbridge. Therefore, it is recommended that the ground material removed from this area should be retained in a suitable location throughout the life of the compound and reinstated during the post-operation period to allow habitat regeneration from the original seed bank. The ground material should be compacted whilst stored and inspected regularly to deter burrowing mammals. If this is not possible, reseeded with a native species mix (similar to current species assemblage) is recommended as part of the post-operation site reinstatement. Common spotted orchids were also identified within this field. It is recommended that individuals are translocated under a method statement to a suitable area of retained grassland habitat in consultation with the county ecologist.' Therefore these measures proposed within the PEA should be included in the GIMS, even though they are not mentioned in the EclA.
- (vi) Dormice have been detected on this site and in order to comply with the Council's duties under Regulation 9(3) of the Conservation of Habitats and Species Regulations, before granting consent the Council should be satisfied that NRW would be likely to grant an EPS licence to allow works which would affect their habitat. NRW have advised in their letter of 16/03/21 that 'In view of this information, we consider that there should not be a detriment to the maintenance of the favourable conservation status of the EPS species present, providing that the mitigation measures set out in section 5 Table 12 of the Ecological Impact Assessment report and on the drawing above are implemented.' It can therefore be assumed that NRW would be likely to grant a licence provided the Council provides a positive response to the Imperative reasons of overriding public interest and no satisfactory alternatives tests.

5.9 The **Shared Regulatory Services (Neighbourhood Services) Officer** recommends the following:

- (i) A condition to secure a Section 61 application at least 28 days prior to any noisy works being carried out outside the permitted hours under the Control of Pollution Act 1974, the permitted hours of which are:
- Monday – Friday – 08:00 -18:00;
 - Saturday – 08:00 – 13:00;
 - No noisy works on Sundays or public holidays;

- (ii) As stipulated with their noise assessment documents, any equipment on site which could give rise to complaints and cause disturbance to residents such as generators are screened where possible to reduce the impact of noise on the local community.
- (iii) Community engagement is carried out so that residents are aware of what works to expect, time lines of such work and a point of contact if they have any issues.
- (iv) Deliveries where possible should be made between the below hours:
 - 07:30 – 18:30 – Monday – Friday
 - 08:00 – 13:00 – Saturday
 - No deliveries on Sunday's or Public Holidays.
- (v) The applicant reviews their guidance documents for construction type works which can be found at:
<https://www.srs.wales/Documents/Pollution/SRS-PollutionControlHandbook-ConstructionA4-E.pdf>

5.10 The **Operational Manager, Drainage Division**, advises that the surface water disposal from the development will be assessed separately under the SuDS Approval Body (SAB).

5.11 The **Operational Manager, Parks and Sport**, has been consulted on the application and any comments received will be reported to Planning Committee.

5.12 The **Public Rights of Way Team** advise that the proposed development contains Public Right of Way Radyr No.1 Footpath which will be affected. The footpath is popular with cyclists and walkers as the path is a strategic link to Radyr, Moundfield Public Open Space and to the Taff Trail. The route is a safe place for people to use and normally minimal vehicular traffic. From a PRow perspective, they have no objections to the proposals as the public will continue to have a safe route to use and enjoy.

5.13 If this application is granted, a diversion of the footpath is required. This legal order process usually takes approximately 8 months to complete if there are no outstanding objections from the public. If possible, the current footpath should remain open for as long as possible until the new route is constructed. There is no need to close off the site completely as Gelynis Farm will still require access to and fro from their property therefore the public should also be able to continue to use the route until such time as the new road and bridge is completed.

6 EXTERNAL CONSULTEES RESPONSES

6.1 **Network Rail** have no comments to make on the application as the Central Valley Line is no longer in their ownership.

6.2 **Dwr Cymru Welsh Water** has no objection however a 42 inch water main is located within the main road to the north of the application site over which

roadworks are proposed to be undertaken. In order to understand how this strategic asset will be protected during construction works, they request the applicant submits a Risk Assessment Method Statement (RAMS) prior to the commencement of development. They request a suitably worded condition to ensure no detriment to existing residents, the environment or their assets. They also recommend an advisory note be attached to any decision regarding any future connections to the public sewer.

6.3 **Natural Resources Wales** recommends that planning permission should only be granted subject to certain conditions, including reference to specific documents on the decision notice, otherwise they would object to the application. They make the following comments:

- (i) Submission and approval of a Construction Environmental Management Plan and Land contamination should be conditioned.
- (ii) *European Protected Species*: They welcome the documents and plans submitted. They note that dormice are on site, and otters were recorded on the River Taff very close to the site. Both species are legally protected under The Conservation of Habitats and Species Regulations 2017 (as amended). Legal protection relates to the animals themselves and the places they use to rest and breed. Where a European Protected Species is present and development proposal is likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. One of these requires that the development authorised will 'not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status (FCS) in their natural range'. These requirements are translated into planning policy through Planning Policy Wales (PPW) February 2021, section 6.4.22 and 6.4.23, and Technical Advice Note (TAN) 5, Nature Conservation and Planning (September 2009). The Local Planning Authority should take them into account when considering development proposals where a European Protected Species is present. In view of this information they consider that there should not be a detriment to the maintenance of the favourable conservation status of the EPS species present, providing that the mitigation measures set out in section 5 Table 12 of the Ecological Impact Assessment report and on the drawing above are implemented. They therefore recommend planning permission should only be granted if these documents are listed within the condition identifying approved plans and documents on the decision notice. They advise that the applicant seeks a European Protected Species licence from Natural Resources Wales under Regulation 55 of The Conservation of Habitats and Species Regulations 2017 before any works on site commence that may impact upon dormice or otters. Please note that the granting of planning permission does not negate the need to obtain a licence.
- (iii) *Water Quality and Construction Management*: To safeguard water quality and protected species, they require a condition to be attached to

any permission granted for the submission and agreement of a Construction Environmental Management Plan (CEMP). The CEMP should have regard to/include mitigation measures arising from a European Protected Species Licence and detailed in the document 'Wales and Borders Rails Service South Wales Metro. TRAN01-CVP Transformation. Ecological Impact Assessment: Glynis Farm Overbridge and Compound' by TfW/Keolis Amey dated 8/12/20. In terms of Invasive Non-native Species (INNS), they welcome the commitment to include Japanese Knotweed and Himalayan Balsam strategies in the CEMP. In both instances, the CEMP should consider locating laydown areas for material containing INNS away from watercourses, and an appropriate period of aftercare to identify and treat any areas where INNS may have spread during the construction phase.

- (iv) *Land Contamination:* Whilst the site is largely greenfield, the existing land use is described as 'railway and agriculture'. Having regard to this, they request a relevant condition be attached to any planning permission granted.
- (v) *Flood Risk:* Their Flood Risk Map confirms the site to be within Zone C2 of the Development Advice Map (DAM) contained in TAN15. They note a 2D TuFlow hydraulic model has been constructed and a detailed Hydraulic Modelling report of the River Taff has been prepared. They confirm the modelling has been approved by NRW and therefore appropriate to inform the FCA. In respect of A1.14 Criteria the FCA confirms:
- In table 3 page 17 that, as with the existing access road, the proposed access road will flood during the 1% (1 in 100 year) plus climate change allowance (CCA) event. However, at several locations the depth of flooding is reduced.
 - Flood velocities and flood hazard ratings are predominantly shown to remain unchanged over the site and wider catchment due to the proposed development. The maximum flood velocities are noted to be greater than 1.2m/s for both pre and post-development scenarios for the storm events 1% (1 in 100 year) + CCA and above.
- (vi) In respect of A1.15 Criteria The FCA confirms:
- In table 3 page 17 that, as with the existing access road, the proposed access road will flood during the 0.1% (1 in 1000 year) event. However, at several locations the depth of flooding is reduced. The single biggest increase during the 0.1% (1 in 1000 year) event is 70mm.
 - Flood velocities and flood hazard rating are predominantly shown to remain unchanged over the site and wider catchment due to the proposed development. The maximum flood velocities are noted to be greater than 1.2m/s for both pre and post-development scenarios for the storm events 1% (1 in 100 year) +

CC and above, and access the road is rated as hazard to all for 0.1% (1 in 1000 year) storm event.

- (vii) In respect of A1.12 Criteria the FCA includes a series of water level difference maps comparing the pre and post-development maximum water levels quantifying potential impact of the proposed development on flood risk elsewhere. The post-development (DEV) versus pre-development (EXG) depth difference maps show that the proposed development has almost entirely no impact (\approx -5mm) on flood risk off-site during the events up to and including the 1% (1 in 100 year) event. It is also noted that the difference in flood level for the 1% (1 in 100 year) +CC event is relatively minor and contained almost entirely within the footprint of the site boundary. An extract of the FCA report (Figure 13, page 18) shows the flood difference between the existing site and proposed development for a 1% (1 in 100 year) +CC event. This shows that the majority of the change in flooding is contained within the site boundary with little to no impact outside.
- (viii) During the 0.1% (1 in 1000 year) event the proposed development is shown to cause minor increase in flood depths up to 82mm in floodplain areas north of the site. While the increase in flood depth seems significant, these areas are already flooded to depths of 2 - 3.5m in the existing scenario so the relative increase can be considered minimal.
- (ix) The FCA states that during the construction phase the site can be signed up to NRW's flood warning system.
- (x) Despite the new access road not being flood free during the 1% (1 in 100 year) + CC event and flooding beyond the tolerable limits of A1.15, the nature of the development remains the same (replacement access road) as does its vulnerability. Whilst the FCA confirms some detriment off site, some 82mm north of the site, this area appears to be greenfield and currently floods to 2 – 3m during the 0.1% (1 in 1000 year) event. In addition, detriment outside the site boundary is only noted during the 0.1% (1 in 1000 year) event. As such, from a flood risk perspective, they have no adverse comments.
- (xi) It is for the Local Planning Authority to determine whether the risks and consequences of flooding can be managed in accordance with TAN15 and that consultation is considered with other professional advisors on matters such as emergency plans, procedures and measures to address structural damage that may result from flooding. NRW does not normally comment on or approve the adequacy of flood emergency response plans and procedures accompanying development proposals, as they do not carry out these roles during a flood. Their involvement during a flood emergency would be limited to delivering flood warnings to occupants/users.

(xii) The applicant should be advised that development works within 8 metres of a designated main river may need a Flood Risk Activity Permit and they can advise further on requirements for this.

- 6.4 **CADW** has no objection to the proposed development in regards to the scheduled monuments at Castell Coch and Morganstown Castle Mound. The planning application is for a new vehicular and pedestrian bridge over the Radyr - Pontypridd railway line and associated infrastructure at Gelynis Farm, Ty-Nant Road, Morganstown. The application area is located some 250m south of scheduled monument GM256 Morganstown Castle Mound and some 975m south of scheduled monument GM206 Castell Coch.
- 6.5 Scheduled monument GM206 Castell Coch comprises the remains of a medieval castle and much later Victorian Gothic-style castle. It is situated on a natural ledge of carboniferous limestone at the mouth of the Taff Gorge.
- 6.6 Castell Coch 'The Red Castle' commands a highly visible and defensive position with key views from the castle, when built, to the northwest and south along the River Taff and also to the southwest to Morganstown Castle, which in the medieval period controlled access along the western back of the River Taff.
- 6.7 Scheduled monument GM256 Morganstown Castle Mound comprises the remains of a medieval earthwork castle. It has a motte that stands some 4m high with steep sides and a flat top some 14m in diameter. The ditch around the mound is variable: on the south side it is some 6m wide with an outer bank some 1m high and 2.5m wide; on the west side the ditch is the same; on the north and east sides there is no external bank. To the north-east of the mound, near the field boundary, there is a slight ditch and bank running north-south on slightly higher ground. The ditch is 3m wide and the bank is 0.7m high on the outer side of the ditch and may be the remains of the bailey.
- 6.8 The castle is located on the flood plain at the mouth of the Taff Gorge and controlled access along the western bank of the River Taff. Significant views are therefore to northeast towards Taff Gorge and also Castle Coch which controlled access along the east bank of the Taff. The view southward along the Taff towards Cardiff was also important
- 6.9 The proposed development consists of a bridge across the Radyr - Pontypridd railway line and the required embankment to allow a road, with pedestrian footways to access it. The embankment will be planted with native woodland trees. It will be visible in the important view from Morganstown Castle but this has already been blocked by the M4 embankment. As such, once the native woodland has matured, the embankment will blend into the existing view from the castle. However, vehicles using the embankment and the bridge will accentuate the new structures although some vehicle movement is already present in this view from traffic on the M4. Similar visual changes will also occur in views from Castle Coch. As such, whilst in both cases there may be a very slight visual change in views from them, this change will not have any effect on the way that they are experienced, understood and appreciated. Consequently

the proposed development will have no impact on the settings of scheduled monuments GM206 and GM256.

- 6.10 **Glamorgan Gwent Archaeological Trust** has been consulted and any comments received will be reported to Committee.

7. **REPRESENTATIONS**

- 7.1 The application was publicised by **press and site notices** on 18 February 2021. Notification letters were issued to neighbouring occupiers on 17 February 2021.

- 7.2 **Councillor R McKerlich** opposes this application and points out the strength of local opposition as evidenced by submitted petition. This level of opposition should lead to this application going to planning committee in which event he would like to speak. His grounds for opposition are:

- (i) *Volume and type of traffic using the access road.* The lane linking the level crossing with Tynant Road is completely unsuitable; The lane is completely unfit for the volume and type of traffic going to and from the compound (see attached montage of photos). The lane is much used by pedestrians who are at risk from sharing a very narrow lane with massive vehicles. While much of the access lane is a public right of way the initial strip from Tynant Road is private and rights of use have not been proven for the heavy vehicles currently using it under the auspices of Morgan Sindall. If this application is approved it must be qualified by refusing the use of this lane to related HGVs, construction vehicles and related workers' private cars;
- (ii) *Threat to wildlife:* The associated documentation demonstrates the range and volume of wildlife currently occupying this area. By the end of construction, if it is approved, this wildlife will have been ousted. To monitor the situation regular surveys of wildlife should be commissioned and remedial action taken if his fears materialise. He is impressed by the thorough surveys but these must be accompanied by regular audits of wildlife to assess any deterioration of the habitat. He suggests that his should be done at least annually and preferably twice annually. In this way, working practices can be controlled to avoid driving birds and wild animals away.
- (iii) *Width and scale of proposed bridge:* this is out of keeping with the access lane. Why is it necessary to commission a bridge suitable for large vehicles which cannot access the bridge due to constrictions imposed by the private road and the bridge at the end of it? Naturally the local residents surmise that there is an undisclosed motive.
- (iv) *DDA Compliance:* He is concerned that the height of the proposed bridge and its distance from the existing level crossing will be, at best, greatly inconvenient to walkers especially those who are disabled. They will be obliged to walk some 250 metres further and ascend a very steep slope

to the proposed bridge then do the same on a return journey. Has the proposal been assessed for DDA compliance? He strongly suggests that the new bridge should be augmented by a footpath located near the current level crossing; this foot bridge would have lifts at either end much like the footbridge at Radyr Station. The cost of this improvement could be mitigated by reducing the specification for the bridge which is grossly over-engineered.

- (v) *Transport Plan*: the transport plan is seriously deficient in respect of detail about both routes 1 and 2. Route 1 is obviously inadequate for the range of vehicles currently being used by Morgan Sindall, working for Welsh Water. It should not be permitted access for any vehicles working on either TfW project. Furthermore Highways dept. should be asked to assess this route with a view to imposing sensible limits on any future use of this very narrow lane. There is insufficient detail to properly assess route 2 but given the number of interfaces with pedestrians, both clients of Pugh's and lawful users of Mound Field, this omission must be repaired well before work starts. The use of powers as a statutory undertaking must not be allowed to put human life at risk.
- (vi) *Planning gain*: given the scale of these projects and the local disruption, he expects that there will be substantial S106 provisions.

7.3 **Mark Drakeford MS** has been contacted by local residents, businesses, community groups and Radyr & Morganstown Community Council, all expressing concerns regarding the scale of construction required for a new road bridge across the rail line. He therefore wishes to raise the question of whether a new road bridge is considered necessary at this location, and whether an alternative option could be considered. This alternative would involve construction of a new pedestrian/bicycle bridge and retention of the existing level-crossing to allow vehicle access only when necessary. The scale of works required would then be on a much smaller scale and cause less disruption to the local community and the environment in the immediate vicinity. He would be grateful if this could be considered as part of the planning process for this application.

7.4 A valid **petition of 104 signatures** has been received objecting to the proposals for the following reasons:

- (i) Detrimental to communal heritage and public amenities including the Grade II listed Gelynis Farm;
- (ii) Significant PROW diversion required;
- (iii) Disruption to sensitive conservation area with protected species;
- (iv) Will cause flooding and pollution;
- (v) Will generate traffic;
- (vi) Unnecessary – alternative options are being ignored;
- (vii) A 'major' development not a 'minor' development; and
- (viii) Ownership details have not been disclosed.

7.5 **Radyr & Morganstown Community Council** acknowledges that the existing crossing at the railway line at Gelynis Farm needs to close for public safety however they object to the application for the following reasons:

- (i) The scale and specification of the bridge as proposed is excessive given the nature of the site and the existing use of the crossing by pedestrians and a limited number of vehicles.
- (ii) Further consideration should be given to the alternative option of a small, low cost bridge over the River Taff linking to Iron Bridge Road for the limited number of vehicles that require access to Gelynis Farm and other facilities near the farm, accompanied by a footbridge over the railway line suitable for pedestrians and cyclists.
- (iii) Restrictions should be put in place on the use of the lane from Ty Nant Road as this lane is unsuitable for heavy traffic. In addition, no traffic associated with the Transport for Wales works should be permitted to use this lane, including for TfW staff access, in order to protect the safety of pedestrians and cyclists and the well-being of residents who live along the lane.
- (iv) Further information should be provided on the design of the access road from the Mound Field to the construction site and on what will happen to the access road after the works are completed.
- (v) They request that measures be put in place to monitor, protect and restore the ecology of the site both during and after any construction works. For all of the upcoming work in Morganstown planned by Transport for Wales, they expect working practices to be agreed that will cause minimum disruption to those who live nearby and to other users of this area.

7.6 The **Radyr & Morganstown Association** objects on the following grounds:

- (i) The scale and specification of the bridge as proposed is excessive given the nature of the site and the existing use of the crossing by pedestrians and a limited number of vehicles. A larger bridge might be justified if there were proposals to develop the Gelynis Farm area further on completion of the current Transport for Wales work, but that should be the subject of a separate planning application (to which they would also object).
- (ii) A bridge of the proposed size would be environmentally damaging.
- (iii) Details of the associated rights of way have not been defined.
- (iv) The destruction of a Grade II listed building.
- (v) Excessive night time construction noise will have a significant impact on residents for a considerable distance around, not just those close to the Mound Field, which is all the plan covers.
- (vi) Excessive HGV movements down a small lane with a difficult entrance and exit, especially when it is combined with garden centre traffic.

(vii) Development on a floodplain with the risk of flooding.

7.7 The **Morganstown Village Residents Group** observes that the need to divert existing overhead cables is not included in the application and would likely increase the development area to more than 1 hectare, meaning this would become a 'major application.' The extent and consequence of this work must be included and must have no further impact on the environment (they assume the SINC to the west is not affected). The applicant has been unable to provide details of these works despite their requests.

7.8 They also comment that the ecological importance of the site is shown by the numerous reports presented with the application. Any extension of the application would cause even further detriment to this abundance of species and their habitat, contrary to Cardiff Council Policies and Welsh Government legislation.

7.9 **Love Our Villages Community Group**, representing Radyr & Morganstown residents, strongly objects to the application and makes the following comments:

- (i) There is a ban on HGVs using the B4262. Proposals contradict this and efforts to create safe walking and cycling routes. Contrary to LDP Policy KP8 and KP14 which seek to encourage modal shift and healthy living;
- (ii) Detrimental impact on the Mound Field, an important recreation area especially in the context of the COVID-19 pandemic for health and well-being;
- (iii) Development will occur through a SINC causing irrevocable damage to wildlife and habitats including trees in ancient woodland contrary to LDP Policies EN6, EN7, & EN8;
- (iv) Contrary to planning statement, over-engineered road and bridge not in keeping will affect setting and character of the Listed Building contrary to KP17 and EN9;
- (v) Questions why a Water Framework Directive Assessment has not been undertaken as there is potential for pollution including downstream;
- (vi) Required night-time works will exceed recommended and acceptable levels contrary to LDP Policy EN13;
- (vii) PROW is heavily-used and application does not clarify how the safe and continuous use of this route will be secured. Deferral to CEMP condition is not acceptable. Contrary to LDP Policy T1;
- (viii) The proposals should be assessed against the publication of Future Wales which focuses on placemaking and wellbeing; and
- (ix) Applicant has misled the community on a number of issues. Metro is supported but new bridge location is not.

7.10 **Carolyn Jones Planning Services on behalf of Pugh's Garden Centre** confirms their support for the overall development of the Metro system, however they have the following major concerns regarding the impact of the current proposals on the safe and successful operation of their business:

- (i) The impact of construction traffic movements to the compound to the north will have a major detrimental impact for the operation of the Garden Village outlet and the safety of customers, staff and the control deliveries to all the businesses;
- (ii) The application does not include the construction compound proposed to the north of the application site which will be accessed through their site. They seek clarification on the need for planning permission for this element of the operation;
- (iii) Their main concerns relate to operational issues associated with the HGV construction traffic movements via the lane and the impact on delivery arrangements;
- (iv) Inconsistencies in the Transport Statement regarding total number of HGV movements and concern at lack of information regarding proposed traffic management measures to manage HGV movements;
- (v) Concern that Traffic Surveys undertaken during the COVID pandemic and in November do not accurately reflect the usual (higher) traffic flows;
- (vi) A detailed Construction Management Plan is essential to avoid queuing on Ty Nant Road, maintain customer access to the Garden Village;
- (vii) Customer safety across the access lane.

7.11 Carolyn Jones Planning Services subsequently submitted the following further concerns on behalf of Pugh's Garden Centre:

- (i) Her clients logged "some 21,000+ visitors" between 30 November 2020 and 16 December 2020;
- (ii) Analysis of the data shows the car park fills towards 1030 and empties after 1630;
- (iii) They would expect numbers to be higher and include the elderly and children;
- (iv) They have traded from the site since the 1960s and know the idiosyncrasies of the complicated access that serves customers and the playing fields;
- (v) Traffic should be regulated to outside of their trading peaks (March to June and November-December) and they suggest restricting deliveries to late afternoon, evening, night and early mornings as sensible mitigation.
- (vi) They await promised documentation from the applicant to analyse the traffic plans;
- (vii) A Construction Management Plan should be submitted prior to determination of the application in view of these concerns.

7.12 **More than 60 no. representations raising concerns and objections** have been received from residents of Radyr, Morganstown, Whitchurch and Tongwynlais, Llandaff and Pontyclun. The issues raised are summarised as follows:

Residential Amenity

- (i) Disruption caused by construction works over a 2 years period, day and night;

- (ii) Detrimental impact on their homes;
- (iii) Nuisance from construction phase is disproportionate to the benefits;
- (iv) Noise pollution, especially from night-time working where thresholds will be exceeded for noise-sensitive receptors. Noise assessment documentation is lacking. Contrary to Local Development Plan Policy EN13 and harmful to well-being of residents;
- (v) Environmental pollution including light pollution and dust with no mitigation proposed;
- (vi) Loss of privacy and reduced amenity for occupiers of Gelynis Farm contrary to LDP Policy C3 resulting in a loss of enjoyment of their property;
- (vii) A Community Liaison Strategy is referred to in the application and must be included in the CEMP;
- (viii) Loss of quality of life;
- (ix) A motorway noise barrier should be considered;

Nature Conservation

- (x) The 'Future Generations Report 2020' includes a recommendation for public bodies to refuse developments which are not fully aligned with Planning Policy Wales and the Well-being of Future Generations Act and those that do not maintain or enhance biodiversity. Access to green space is also highlighted including a recommendation to ensure people can access green space within 300m of their home;
- (xi) Location causes maximum harm to the local environment;
- (xii) Destruction of valuable green spaces, habitat and historical settings;
- (xiii) Destruction and damage to wildlife habitats including protected species;
- (xiv) Insufficient mitigation for dormice and bats, both protected species;
- (xv) Badger habitats need to be safeguarded and it is not clear how this will be achieved;
- (xvi) Impacts upon otters and their habitats (including a holt) will be unacceptable;
- (xvii) Impact upon nesting birds;
- (xviii) Ecological mitigation includes no night-time works which will not be adhered to;
- (xix) Contrary to Local Development Plan Policies KP16, EN1, EN5, EN6, EN7 and EN8;
- (xx) Harm to amphibians;
- (xxi) Conflicts with SINC designation;
- (xxii) Ecological surveys are incomplete failing to consider grass snakes and insects;
- (xxiii) Biodiversity will be destroyed not enhanced;
- (xxiv) Application does not contain details for dealing with Japanese Knotweed;
- (xxv) No external lighting should be allowed to protect residential amenity and wildlife;
- (xxvi) Mitigation for species is insufficient. Fails to meet the 6 objectives to green infrastructure. Contrary to LDP Policy KP16;
- (xxvii) Significant, catastrophic and irretrievable damage to wildlife habitats

- and species;
- (xxviii) Bridge will have a catastrophic effect on the natural environment. An ecological survey covering a 12 month period should be required to understand the impacts on habitats and species. Surveys in the application are inadequate;

Trees

- (xxix) Irreplaceable losses of valuable trees. The future of the Sweet Chestnut tree is queried;
- (xxx) Contrary to LDP Policy KP5 as proposals are not in keeping with the context and effects on landscape character. Queries provisions for long-term management and maintenance;
- (xxxi) Unnecessary harm to nature conservation including beech trees and protected species and insufficient mitigation has been provided;
- (xxxii) Will cause harm to designated sites, trees, woodlands and hedgerows;

Health and Well-Being

- (xxxiii) Negative impact upon recreational use of Mound Field;
- (xxxiv) Negative effect on green landscape. The COVID pandemic has increased the importance of such spaces for daily exercise and mental wellbeing;
- (xxxv) Contrary to LDP Policy KP14 (Healthy Living);
- (xxxvi) Detrimental impact on the use of Moundfield by football teams, walkers, dog walkers and skate park users;
- (xxxvii) The use of the Mound Field for an industrial compound is contrary to the gifting of the land and its adoption for community use;
- (xxxviii) Skate park has strategic value to young people;
- (xxxix) Adverse impact on the mental health of the local community;

Design and Appearance

- (xl) Proposed bridge is a monstrosity, it is visually intrusive, disproportionately over-scaled, over-engineered, and over-designed;
- (xli) Visually intrusive on the eye line of the M4 embankment;
- (xlii) Shared nature of the bridge by various users and its design including sharp bends and steep gradients raises safety concerns;
- (xlili) Contrary to LDP Policy KP5 requiring good quality design;
- (xliv) Bridge designs are inappropriate and do not serve the majority road user;
- (xlv) Bridge creates a long and significant diversion of the PROW;
- (xlvi) No artist's impressions of the bridge are provided therefore it is hard to visualise the proposals;
- (xlvii) Visual impact will be significant;
- (xlviii) Bridge design is unnecessarily wide (9m width compared to 3m wide existing track);

Consideration of Alternatives

- (xlix) TfW have failed to demonstrate that there is no satisfactory alternative to the submitted proposals;
- (l) A footbridge of appropriate scale should be installed and an overbridge created via Ty Nant Road or Ty Nant Court into the fields north of Gelynis Farm. This would ensure construction activities are sited far from existing residents, construction traffic would avoid the village and Pugh's Garden Centre, reduced impact on ecology and heritage interests, PROW retains its alignment with a more sympathetic bridge, and pedestrians are separated from farm traffic;
- (li) An automated crossing similar to St. Fagans should be installed;
- (lii) Vehicular access to Gelynis Farm via Ironbridge Road the east should be considered;
- (liii) The bridge and embankment works should be combined with the motorway embankments;

Transport and Access

- (liv) Does not best serve the needs of the community – the majority of users are on foot, with wheelchairs, pushchairs and bikes. Bridge does not comply with DDA requirements;
- (lv) Removes PROW and introduces a convoluted replacement route;
- (lvi) Will increase vehicle traffic contrary to well-being of pedestrians and cyclists;
- (lvii) Gradient is steeper than current guidelines for inclusive mobility and may deter pedestrians and cyclists;
- (lviii) Single track road and two-lane bridge may lead to sharp acceleration and decelerating causing conflict with other users;
- (lix) Construction traffic volumes are disproportionate to benefits for residents and volume of traffic served by the development;
- (lx) Safety concerns for pedestrians and cyclists during construction;
- (lxi) Road design with a right angle bend is unsafe;
- (lxii) There is currently a ban on HGV traffic using the B4262 through Morganstown which also has a 7.5 tonne limit. Traffic will be contrary to LDP policies KP8 and KP14;
- (lxiii) Excessive HGV movements (28 HGV deliveries per day) down a small lane with an awkward entrance;
- (lxiv) It is not acceptable to expect road users to use grit bins during adverse weather;
- (lxv) Traffic may increase which could mean the lack of designated footways in the bridge design creating a safety issue;
- (lxvi) Proposed 20mph speed limit is too high;
- (lxvii) Contrary to LDP Policy KP8;
- (lxviii) Fails to maintain access to the Mound Field via Gelynis Lane;
- (lxix) The Morganstown Compound should be considered under this application;
- (lxx) The HGV haul crossing the footpath will threaten pedestrian safety contrary to LDP Policy T1;
- (lxxi) The effects of COVID on the use of public transport in the future have

- not been taken in to account;
- (lxxii) Station House does not have access rights to use the private lane and should not be served by the proposals;
- (lxxiii) Private access lane should not accommodate any construction traffic;
- (lxxiv) PROW diversion should be subject to public consultation and a route via the Moundfield should be considered to avoid the steep hill from Morganstown village;
- (lxxv) Access via the private lane for construction workers is unacceptable;
- (lxxvi) It is unacceptable for HGVs to cross the PROW to access the compound;
- (lxxvii) Application does not consider accessibility and suitability of crossing for pedestrians and cycles contrary to LDP Policy KP8 and T1;
- (lxxviii) Detour of PROW and bridge inclines contrary to LDP Policy KP14 and Health and Wellbeing SPG;
- (lxxix) Contrary to 'Managing Transport Impacts' Supplementary Planning Guidance, specifically paragraph 7.10 (PROW diversion does not benefits of attractiveness or convenience);
- (lxxx) The junction from Pugh's Garden Centre onto the B4262 is busy and would cause conflict between construction traffic and users;
- (lxxxii) A cycle connection to the River Taff should be considered, there is currently no provision;
- (lxxxiii) No consultation on the PROW diversion has taken place which will include an additional 200m to the length;
- (lxxxiii) No consultation for any Traffic and Pedestrian Management Plan has taken place.

Heritage

- (lxxxiv) Demolition of a listed building;
- (lxxxv) Significant harmful visual impact on heritage assets (Gelynys Farm and Mound ruins) contrary to LDP Policies KP17 and EN9;
- (lxxxvi) Interpretation proposals to mitigate heritage impacts are flippant;
- (lxxxvii) Little provision made for archaeology and heritage contrary to LDP Policy KP17;
- (lxxxviii) The construction of the road bridge would result in "an appreciable visual change" which would not have less than significant harm to the setting and aesthetic significance of the Listed building;

Hydrology

- (lxxxix) Risk of flooding will increase including downstream and mitigation is unclear;
- (xc) Queries why a Water Framework Directive Assessment has not been undertaken. NRW should be consulted in this respect;
- (xci) The FCA is flawed and the proposals conflict with LDP Policies specifying flooding requirements (KP6, KP15, EN10, EN14). A bund is needed to mitigate flooding. There should not be any development on a floodplain at risk from flooding;
- (xcii) Gelynys Farm has not experienced flooding since 1903;

- (xciii) LDP Policy KP18 has not been considered in the application;
- (xciv) Surface water run-off from the M4 motorway or Morganstown village has not been considered in the assessment of flood risk;
- (xcv) The proposed attenuation ponds will create a health and safety risk, particularly for children;
- (xcvi) Flood risks are based on theoretical modelling and not experience;
- (xcvii) Hard infrastructure on green fields in a flood-prone area is contrary to LDP Policy KP15;
- (xcviii) Development will cause a flooding impact on Gelynis Farm contrary to LDP Policies KP6, KP15, EN10, EN14. A bund should be provided as mitigation. The Ty Nant stream to the west has not been considered in the flood model;
- (xcix) Flooding will impact the listed building removing amenity, security and privacy;
- (c) Any bunds to mitigate flooding need to be assessed for their wider impacts;

Other Matters

- (ci) The Well-being of Future Generations Act requires public bodies to set and publish well-being objectives, maximise contribution to well-being goals and take all reasonable steps to meet the objectives;
- (cii) A screening opinion in 2013 sought the LPA's views on the construction of c.250 dwellings on land at Gelynis Farm, relying on a bridge over the railway and footbridge to replace existing crossings at Station House and Gelynis Farm. This is consistent with their views that an alternative location should be found for the bridge;
- (ciii) No community consultation took place during consideration of the three bridge options in the preparation of this application nor do any create community benefit;
- (civ) Current sewerage works taking place nearby has destroyed grazing and sports fields and works vehicles have taken over the access lane causing an unacceptable health and safety risk to pedestrians;
- (cv) Planning Application No. 16/00413/MNR for the provision of a new agricultural building to store hay produced on the farm and farm machinery was decided in June 2016 and included approval for the its access road to have the appearance of a traditional cart track with a central grass section to retain the rural appearance of the site.
- (cvi) Planning Application No. 20/01138/MNR approved in February 2021 gave retrospective approval for the retention of a concrete track which bears no resemblance to the original approval. The barn is also of significant scale impacting on the local landscape with no attempt to screen;
- (cvii) Planning Application No. 20/00416/MNR for a concrete access road to Station house and was approved in June 2020. No publicity of this application took place. The report requires landscaping and replacement planting to improve the amenity and environmental value of the area;
- (cviii) Planning Application No. 20/01748/MNR for a second barn, farm office and amenity unit at Gelynis Farm was refused in February

2021. Plans for business growth, staff accommodation are not suitable via the private lane and may be the motive behind the proposals to design an unnecessarily large access road and bridge;
- (cix) Effect on the character and appearance of the area; listed building, transportation, drainage, flood risk, trees/hedgerows, soils, ecology, sand and gravel reserves;
 - (cx) Contrary to aims to reduce emissions;
 - (cxi) Future housing development on the farmland is suspected given the scale and design of the bridge;
 - (cxii) Animal fatalities are not shown to be mitigated;
 - (cxiii) Consultation process has been inadequate giving insufficient time to respond;
 - (cxiv) The proposals should be considered EIA Development and a major development given the scale and sensitivities of the development;
 - (cxv) The proposals should be assessed against the recent 'Future Wales' publication;
 - (cxvi) It is unclear who will own the asset on completion;
 - (cxvii) Gelynis Farm including its field south of the motorway could become a hot spot for vandalism and other forms of anti-social behaviour;
 - (cxviii) Detrimental impact on the Bed & Breakfast operations of Gelynis Farm;
 - (cxix) The site is agricultural land, not undeveloped land;
 - (cxx) No archaeological survey has been undertaken;
 - (cxxi) Application should be considered a 'major development' to include new access to Station House extending the scope of the application, references to proposals seeking residential use of barns, and burying of power lines;
 - (cxxii) Other related planning applications included farm office, barn and amenity unit and Station House access comprises the integrity of this application and is a manipulation of the planning process;
 - (cxxiii) Inaccuracies in application e.g. typographic errors, Morganstown United FC does not exist, Ty Nant Road is known locally as Main Road;
 - (cxxiv) DAS refers to 4 houses receiving enhanced access though only Gelynis Farm and Station House exist and the former is being purchased by the applicant;
 - (cxxv) Diversion of overhead cables has not been included in the application (which would make it a major development);
 - (cxxvi) LDP is clear that radon minerals in the area should prevent development in this valley. Development could lead to radon poisoning for local residents;
 - (cxxvii) Application does not demonstrate compliance with goals of the Wellbeing of Future Generations Act 2015;
 - (cxxviii) People Places Futures is cut and paste and not relevant to the application;
 - (cxxix) A site visit by Planning Committee is requested;
 - (cxxx) Public funds should not be used to finance an access to a private property where none currently exists (Station House);
 - (cxxxix) Concern about the future maintenance and management of Gelynis Farm when it becomes unoccupied;

- (cxxxii) Orchard Grove and its 3 neighbours have not been consulted on the application;
- (cxxxiii) Application is misleading in terms of its scale and impact;
- (cxxxiv) LDP Policies KP3 and EN1 only allow development in the countryside outside settlement boundaries where the use is appropriate and respects the landscape character and quality, biodiversity and is an appropriate scale and design;
- (cxxxv) Effect on sand and gravel reserves; and
- (cxxxvi) LDP Policy EN4 is in place to protect and enhance features of the River Corridor.

8. ANALYSIS

Principle of Development

- 8.1 As part of the wider enhancements to the Core Valley Lines (CVL) network, the number of services will increase in frequency and rolling stock will be upgraded to an electric fleet, meaning quieter and faster trains. These improvements will increase the risk of conflict between users of the level crossings at Gelynis Farm and Station House and train services. To comply with health and safety requirements, an alternative access is required to mitigate the risk for users of the Pentyrch crossing (providing pedestrian access to Station House) and the Gelynis Crossing.
- 8.2 Local Development Plan (LDP) Policy T9 (Cardiff City Region 'Metro' Network) makes a commitment to facilitating the development of the 'Metro' network of integrated public transport routes and services within Cardiff and connecting the City with the wider South East Wales Region including the development and/or enhancement of various infrastructure components including existing heavy rail routes.
- 8.3 The site is located beyond the settlement boundary in the LDP and therefore Policy KP3(B) (Settlement Boundaries) applies. This policy seeks to strategically manage the spatial growth of Cardiff by placing a presumption against inappropriate development beyond this boundary.
- 8.4 The site is also located within a sand and gravel safeguarding area and therefore LDP Policy M7 is relevant. This policy prevents development that would permanently sterilise these mineral resources subject to four exceptions, the fourth being an overriding need for the incompatible development which overrides the need for the resource.
- 8.5 It is considered that the proposed development is not in conflict with either KP3(B) or M7 due to its necessity to satisfy rail health and safety requirements. It is appropriate and there is an overriding for the development. It is also considered that any impact on the mineral resource would be minimal given the nature and extent of the proposal and the fact that any future mineral working would need to provide for a stand off from the operational railway line.
- 8.6 Whilst the principle of development is acceptable against relevant LDP policies,

other material considerations also need to be considered.

Design and Appearance

- 8.7 LDP Policy KP5 (Good Quality Sustainable Design) requires all new development to be of a high quality, sustainable design and make a positive contribution to its surroundings. The design evolution process considered three alternative locations for the crossing, with two locations north of Gelynis Farm considered before the submitted option was chosen. It is considered that chosen location minimises the visual impact of the bridge and related infrastructure (embankments, safety barriers) and protects the setting of the listed building due to its siting to the south adjacent to the existing M4 motorway embankments, which form a backdrop to the site. The chosen siting is considered to respond appropriately to the local character and context.
- 8.8 Concerns have been expressed regarding the chosen design. Whilst these concerns are noted, the bridge must be developed to comply with safety requirements and the proposed landscaping scheme and SUDS design will help to soften this design as the details approved by condition become established.
- 8.9 The scheme is considered to be acceptable in respect of its design and external appearance.

Nature Conservation

- 8.10 LDP Policy KP16 (Green Infrastructure) recognises that natural heritage assets are key to Cardiff's character, value, distinctiveness and sense of place. The City's biodiversity interests including designated sites and the connectivity of priority habitats and species are an important component of this resource.
- 8.11 LDP Policy EN6 (Ecological Networks and Features of Importance for Biodiversity) only permits development that does not cause unacceptable harm to landscape features of importance for wild flora and fauna and networks of importance for landscape or nature conservation. LDP Policy EN7 (Priority Habitats and Species) only permits developments that would have a significant adverse effect on the continued viability of habitats or species where the need for development outweighs the nature conservation importance of the site; the developer demonstrates that there is no satisfactory alternative location, and effective mitigation measures are provided. Unavoidable harm should be minimised by effective mitigation to ensure no overall reduction in nature conservation value and where this is not possible compensation measures designed to conserve, enhance, manage and where appropriate, restore natural habitats and species should be provided.
- 8.12 Natural Resources Wales (NRW) (from paragraph 6.3) comment on the presence of Dormice, and Otters on or close to the site, both of which are protected under The Conservation of Habitats and Species Regulations 2017 (as amended). Where development proposals affect such species a licence is required from NRW, subject to 3 requirements being satisfied.

- 8.13 One requirement is that the development authorised will 'not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status (FCS) in their natural range'. NRW confirm that, in their view, that there should not be a detriment to the maintenance of the favourable conservation status of the EPS species present, providing that the mitigation measures set out in section 5 Table 12 of the Ecological Impact Assessment report and on the illustrative landscape drawing are implemented. These details are recommended to be secured through conditions.
- 8.14 The other two tests to consider for a derogation from the provisions of the Habitats Directive are the consideration a 'satisfactory alternatives' and necessary to preserve 'public health or safety, or for other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the natural environment.' It is the case that there are no satisfactory alternatives for the proposed development. The level crossings must close to comply with safety requirements (paragraph 8.2) and in doing so an overbridge providing vehicular access to the affected properties must be provided in response. The submitted application represents the best overall option from three options considered in the evolution of the design. The third test is satisfied given the new bridge would overcome a public safety issue on this well-used public right of way linking to the Taff Trail National Cycle Route immediately across the River Taff to the east.
- 8.15 It is noted that the Council's Ecologist (paragraph 5.8) recommends a condition requiring the submission and approval of a Green Infrastructure Mitigation Strategy (GIMS) incorporating the mitigation and enhancement measures identified in the Ecological Impact Assessment (EclA) together with the conclusions of the Green Infrastructure Statement. He considers that the GIMS would work alongside the Construction Environmental Management Plan to ensure compliance with LDP Policy KP16 (Green Infrastructure).
- 8.16 The Ecologist supports the methodologies and conclusions of the EclA though he does note some inconsistencies with the supporting documents and surveys. These relate to part of the construction access and construction compound required for the rail electrification works. This separate project will be implemented under permitted development rights in advance of this application (if granted) which is why they have not been specifically referenced in all the documents. However, surveys are being used to inform these separate works.
- 8.17 It is considered that the proposals would not cause unacceptable harm to the Mynydd Woods Site of Importance for Nature Conservation (SINC). The proposed compensatory planting and mitigation is supported and therefore the application does not conflict with LDP Policy EN5 (Designated Sites).
- 8.18 It is considered that, with appropriate management and mitigation secured via condition, that biodiversity can be maintained and enhanced in accordance with local and national planning policies.

Trees

- 8.19 The Council's Tree Officer in paragraph 5.6 of this report confirms that, whilst Category 'B' trees should be retained and protected wherever possible, losses can be accepted where there is over-riding justification together with suitable mitigation. He accepts that Category 'C' trees should not constrain development.
- 8.20 The application would result in the loss of 5 no. Category 'B' trees which is accepted by the Tree Officer in the context of this application, noting the proposed mitigation includes nearly 2000m² of native woodland planting on the embankments of the bridge structure as shown on the illustrative landscaping proposals (approximately 860 plants). Relevant conditions are attached to approve full scheme of landscaping in the event permission is granted.
- 8.21 Although the loss of 5 no. Category 'B' trees is regrettable, their loss is considered to be necessary in this instance and more than outweighed by the replacement planting proposals. It is considered that the proposals therefore accord with LDP Policy EN8 (Trees, Woodlands and Hedgerows).

Transport

- 8.22 LDP Policy KP8 (Sustainable Transport) confirms that development in the City will be integrated with transport infrastructure and services to achieve a 50:50 modal split between car and sustainable transport, reduce car dependence, maximise sustainable and active modes of travel, provide for those with particular mobility and access requirements and improve safety for all.
- 8.23 LDP Policy T1 (Walking and Cycling) confirms support for development which facilitates walking and cycling and LDP Policy T5 (Managing Transport Impacts) confirms that safe and convenient provision will be sought in new developments for all road users including pedestrians, those with mobility issues and access needs and cyclists.
- 8.24 The Operational Manager (Transportation) has considered the planning application in the context of these policies and confirmed that he has no objection to the development proceeding, subject to relevant conditions including the submission and approval of a Construction and Environmental Management Plan prior to the commencement of development (see paragraph 5.1).
- 8.25 Concerns and objections have been received regarding the bridge design being too steep and contrary to Active Travel guidance for pedestrians with mobility issues. The access road would be 1:12 (8%) to achieve the necessary clearance over the railway line and this gradient is the shallowest that can be achieved in the context of the site constraints. Although the application acknowledges that this gradient is steeper than that recommended in guidance for inclusive mobility (1:20/5% is preferred), Welsh Government's guidance advises that 1:12/8% "*should be used as the absolute maximum.*" (Active Travel

Design Guidance (December 2014)).

- 8.26 Concerning the Public Right of Way (PROW) diversion, which would add approximately 100m in length to the route, no issues are raised by PROW or Transportation Officers, noting that a formal diversion application will be submitted separately. Maintaining the PROW connection is a vital component of the application; as shown by the public consultation responses, this PROW is a popular footpath (linking Radyr & Morganstown to the strategic recreational route of the Taff Trail on the east bank of the River Taff (LDP Policy T8 Strategic Recreational Routes). Making provision for pedestrians in the bridge design, including a narrowing of the highway over the railway for safety reasons and diverting not extinguishing the PROW route is considered to encourage healthy living in accordance with LDP Policy C6 (Health).
- 8.27 In respect of construction access, the Operational Manager, Transportation is satisfied that the use of the access via Pugh's Garden Centre for HGV vehicles is satisfactory subject to mitigation and management measures to be secured via the CEMP. He concludes that, having considered the submitted Transport Statement, the application is considered to be acceptable in principle and the transport analysis provided by the applicant is a reasonable assessment of the potential traffic impact. He advises there is sufficient capacity within the existing network to accommodate the projected construction activity and that with the appropriate controls those activities can be undertaken safely and without interference to the use of the public highway.

Hydrology

- 8.28 The application is supported by a Flood Consequences Assessment due to its siting within a C2 Flood Zone (an area of the flood plain without significant flood defence infrastructure, including flood defences). Within such areas only less vulnerable development should be considered, subject to the justification test set out in Technical Advice Note (TAN) 15 (Development and Flood Risk).
- 8.29 The proposed development does fall within the definition of 'Less Vulnerable Development' as it consists of the provision of transport infrastructure (Figure 2, TAN 15).
- 8.30 Section 6 of TAN 14 sets out the justification test for development within a C2 flood zone. The application is considered to satisfy the test given the proposals will replace a level crossing that is deemed unsafe in the context of the Metro improvements planned for the existing South Wales railway network (electrification, increased service frequency and new rolling stock). The South Wales Metro project is necessary to contribute to key employment objectives to sustain Cardiff and the South Wales region and concurs with the aims of Planning Policy Wales (PPW) 11 (February 2021). Though the site is not previously developed land, the development is considered to be justifiable given the unique circumstances and characteristics of the proposed development to facilitate the South Wales Metro project.
- 8.31 NRW have confirmed in their consultation response that they have no adverse

comments on flood risk, noting that despite being susceptible to flooding during the 1% (1 in 100 year) plus climate change event, and flooding beyond the tolerable limits of A1.15 in Technical Advice Note (TAN) 15 (Development and Flood Risk), the nature and vulnerability of the development has not changed as it consists of a replacement access road (which is categorised as 'Less Vulnerable Development' in TAN 15). The modelling shows some flooding detriment to a depth of 82mm north of the site however NRW advise that, being greenfield and currently flooding to a depth of 2-3m during the 0.1% (1 in 1000 year) event, they have no objection.

- 8.32 The FCA supporting the application confirms that the site is already within NRW's flood warning area and the development would be unmanned. It is considered that the flooding risks be continue to be acceptably managed in line with the current flood warning arrangements and visits to the site can avoid flood events. A relevant advisory notice is recommended to be attached to any permission that the developer signs up to the NRW's flood warning service for the duration of the construction programme.
- 8.33 The application will require permission for the drainage of surface water from the SuDS (Sustainable Drainage Systems) Approval Body (SAB) and a separate application will be sought in due course.

Residential Amenity

- 8.34 A number of concerns and objections have been expressed by local residents relating to noise and air pollution arising during construction of the development. Whilst some disruption is inevitable during construction activities, it is considered that these can be minimised through attaching relevant conditions to any planning permission that may be granted. In particular, condition 3 requires the submission and approval of a Construction Environmental Management Plan (CEMP) in advance of any activities taking place on site. It can be seen from this condition that there are a number of components requiring the submission of information to enabling construction activities to be suitably controlled.
- 8.35 Other legislation outside the planning process, for example permitted construction hours under The Pollution Control Act 1974, can be used if necessary to control construction activities.
- 8.36 It is considered that the details submitted in pursuance of the CEMP condition provides sufficient control and will ensure that the amenities of neighbouring occupiers can be appropriately safeguarded in accordance with LDP Policy EN13 (Air, Noise, Light Pollution and Land Contamination).
- 8.37 Objections have also been received regarding the perceived loss of privacy that would occur from users of the diverted PROW having an elevated view into the rear garden and elevation of Gelynis Farm. However, the distances involved are significantly above the minimum 21 metre distance that is sought between residential properties and the landscaping proposals include for native woodland planting to the embankments that would act as a further screen. It is

not considered that a significant loss of privacy for the future occupiers of this dwelling would occur.

Heritage

- 8.38 There is agreement with the Heritage Impact Assessment and Design and Access Statement HIS and DAS conclusions that the new overbridge and access road would result in less than significant harm to the significance of heritage assets and the way in which the listed buildings at Gelynis are experienced in the landscape. Further mitigation through native woodland screening within the embankment is considered appropriate and is shown to be provided on the landscaping plan. A relevant landscaping condition is attached.
- 8.39 Changing how these assets are accessed does have some impact upon the significance of the buildings – although this has changed over the years and records are limited to post-1840. The first mapped record shows access from the ‘Tram Road’ heading north west from the iron bridge and passing near the northern end of the barn range; the route of the former Melingriffith & Pentyrch railway line. This would soon cross the new Taff-Vale railway – land for which was shown as reserved on the 1840 tithe map. Tracks heading south (to ‘Oldmill’) and west across the larger railway towards Morganstown are shown on first edition OS map from the late 1870s. By the mid-C20th the farm complex has grown significantly, including the cottages since demolished and the subject of the LBC attached to this application.
- 8.40 The biggest change is the proposal to remove the public right of way access between the barn and farmhouse, which will reduce the communal value of the assets. It is noted that no additional structures are proposed to enclose the curtilage or sever the relationship between farm and outbuildings. Although the Local Planning Authority would retain control over these in the curtilage of these listed buildings, an advisory note is recommended to make this explicit on any future permission that is granted. The proposal to mitigate for this change through on-site interpretation is welcomed and a relevant condition is recommended. The location and form of any interpretation should be agreed in communication with the Local Member and the Radyr & Morganstown Community Council. A location within the diverted PROW (on land owned by Cardiff Council or TfW) on the Radyr side of the River Taff is preferred to the Iron Bridge Road side.
- 8.41 It is noted that CADW (paragraph 6.4) has no objection to the proposed development and raises no concerns regarding the impact upon the scheduled monuments at Castell Coch and Morganstown Castle Mound.
- 8.42 It is considered that the submitted proposals accord with LDP Policies KP17 (Built Heritage) and EN9 (Conservation of the Historic Environment).

Third Party Representations

- 8.43 In response to other issues raised during the public consultation process that have not already been addressed elsewhere in this report:

- (i) No obligations have been identified as necessary to mitigate the impacts of the development and therefore no Section 106 Agreement is required;
- (ii) An overbridge large enough to accommodate vehicular traffic is required to provide access for Gelynys Farm and Station House as a consequence of removing the existing level crossings;
- (iii) The proposals will not generate large volumes of traffic in addition to the existing situation. The access and bridge will remain in private ownership and will provide vehicle access for 2 no. existing dwellings;
- (iv) 3 design options for the bridge were considered within the locality. The submitted design proposal must be considered on its own planning merits;
- (v) The proposals do not constitute 'major development' according to the definition set out in The Town and Country Planning (Development Management Procedure) (Wales) Order 1995 (as amended) as the site is less than 1 Hectare in size;
- (vi) The ownership details are confirmed in the certificates attached to the planning application forms;
- (vii) The access road for HGVs via Pugh's Garden Centre will be restored to its original condition on completion of the works;
- (viii) The power cables would be diverted underground in advance of the construction works by the local operator using their statutory powers under Class G of Schedule 2 of The Town and Country Planning (General Permitted Development) Order 1995 and therefore are excluded from the application;
- (ix) Construction Environmental Management Plans (CEMPs) relating to other nearby developments have included commitments to avoid the use of the B4262, however these are advisory guidelines;
- (x) The use of the Moundfield to accommodate construction compounds and access does not form part of this application and would be temporary in any event. The applicant is negotiating a separate lease for the use of this land from the Council's Strategic Estates Team;
- (xi) A Water Framework Directive Assessment has not been required for this application;
- (xii) The proposals are considered to be in accordance with Future Wales and PPW11;
- (xiii) The application has been publicised in accordance with Article 12 of The Town and Country Planning (Development Management Procedure) (Wales) Order 1995 (as amended);
- (xiv) Other planning applications in the vicinity of the application site have been assessed on their own merits;
- (xv) Locating the bridge at the southern edge of the site adjacent to the M4 is considered to be the most sensitive location in order to minimise its visual impact and safeguard the setting of the Listed Building;
- (xvi) The application contains no proposals for the alternative future use or development of the surrounding farmland; it seeks permission for the construction of the bridge only;
- (xvii) Air, noise and light pollution would be controlled via the CEMP secured through conditions;
- (xviii) The Category 'A' Sweet Chestnut (T55) will be retained together with all

- Category 'A' trees. The road alignment was adjusted in the design process to avoid encroaching into the RPA of T55;
- (xix) The HGV movements (up to 28 deliveries per day) can be satisfactorily accommodated as advised by the Operational Manager, Transportation.
 - (xx) The proposed 20mph speed limit has not been opposed by the Operational Manager, Transportation. Highway Design will also limit vehicle speeds;
 - (xxi) The existing access to the Mound Field via Gelynis Lane would be retained in the long-term; it does not fall within the application site;
 - (xxii) Transport for Wales will own and maintain the asset;
 - (xxiii) There is no evidence that the application will result in an increase in anti-social behaviour at Gelynis Farm;
 - (xxiv) Whilst the COVID pandemic has had a significant impact on use of all forms of public transport this impact is not expected to be long term and there will remain a long term need to improve the CVL network. Investing in a transport system which will help deliver improved socio-economic prospects for the region becomes even more important as the Country recovers from the economic effects of the pandemic;
 - (xxv) The loss of agricultural land is minimal and, weighed against the benefits of development proceeding, is considered to be acceptable. No consultations with the Welsh Ministers was required for the loss of agricultural land due to the small site size and its classification;
 - (xxvi) Conditions to deal with contamination issues are recommended as advised by the Shared Regulatory Services (Environment) Team;
 - (xxvii) There is an existing access to Station House east of the level crossing;
 - (xxviii) The bridge design will accommodate cyclists however the existing footbridge over the River Taff is not wide enough to accommodate both cycling and pedestrians. This bridge is also outside the application site.

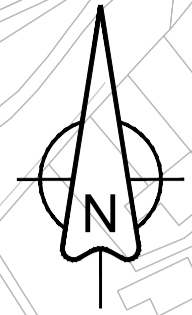
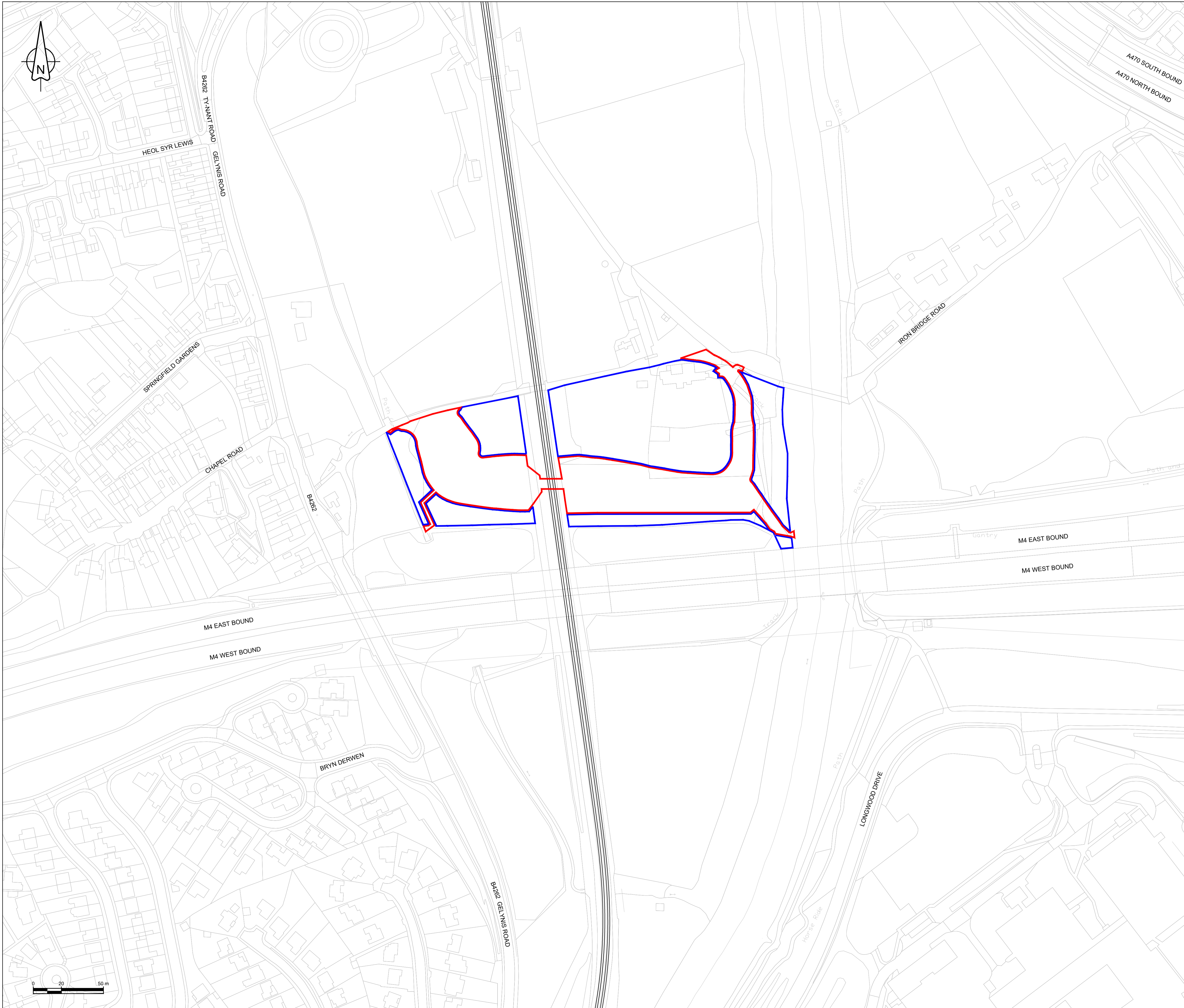
Other Considerations

- 8.44 *Crime and Disorder Act 1998* – Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 8.45 *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.
- 8.46 *Well-Being of Future Generations Act 2015* – 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.

9. CONCLUSIONS

- 9.1 This application should be considered in the context of the wider improvements to the railway network. The South Wales Metro will bring significant improvements to the existing valley lines network in the form of electrification, faster journey times, increased service frequency and new rolling stock. To facilitate these service improvements, the existing level crossings must be closed and an alternative access provided as the crossing fail to comply with health and safety standards
- 9.2 This application proposes the new overbridge structure to maintain the required vehicular access to the affected properties and re-route the existing popular PROW linking to the Taff Trail to the east. The existing level crossing at Gelynis Farm is strategically important and this application is considered to propose an acceptable alternative.
- 9.3 The application has been assessed against Future Wales, PPW11 and the City's LDP Policies. Subject to relevant conditions securing appropriate mitigation and management, it is considered that the proposed development is acceptable and in accordance with this policy framework. It is considered that the planning balance falls in favour of the development proceeding.
- 9.4 It is recommended that planning permission be granted, subject to relevant conditions.



NOTES

- 1. Do not scale from drawing.

KEY

- Planning Application Boundary
- Land to be in control of applicant at time of construction

Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
P03	18/11/20	Drawing key revised (Land to be in control...)				RC ML OG
P02	21/10/20	Axis comments addressed				RC ML OG
Status						SO

Initial non-contractural code **SO**



Authorised	Authorised by	Signed	Authorised by eSign	Date	Authorised Date
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Contractor(s) KeolisAmey	
Asset Location	
Sub-Asset TRAN01	Sub-Type CAD drawings
Role D	Sub-Role HW
Location Zone R2P	Plan of Work Stage D

Project
TRAN01 - CVL Transformation

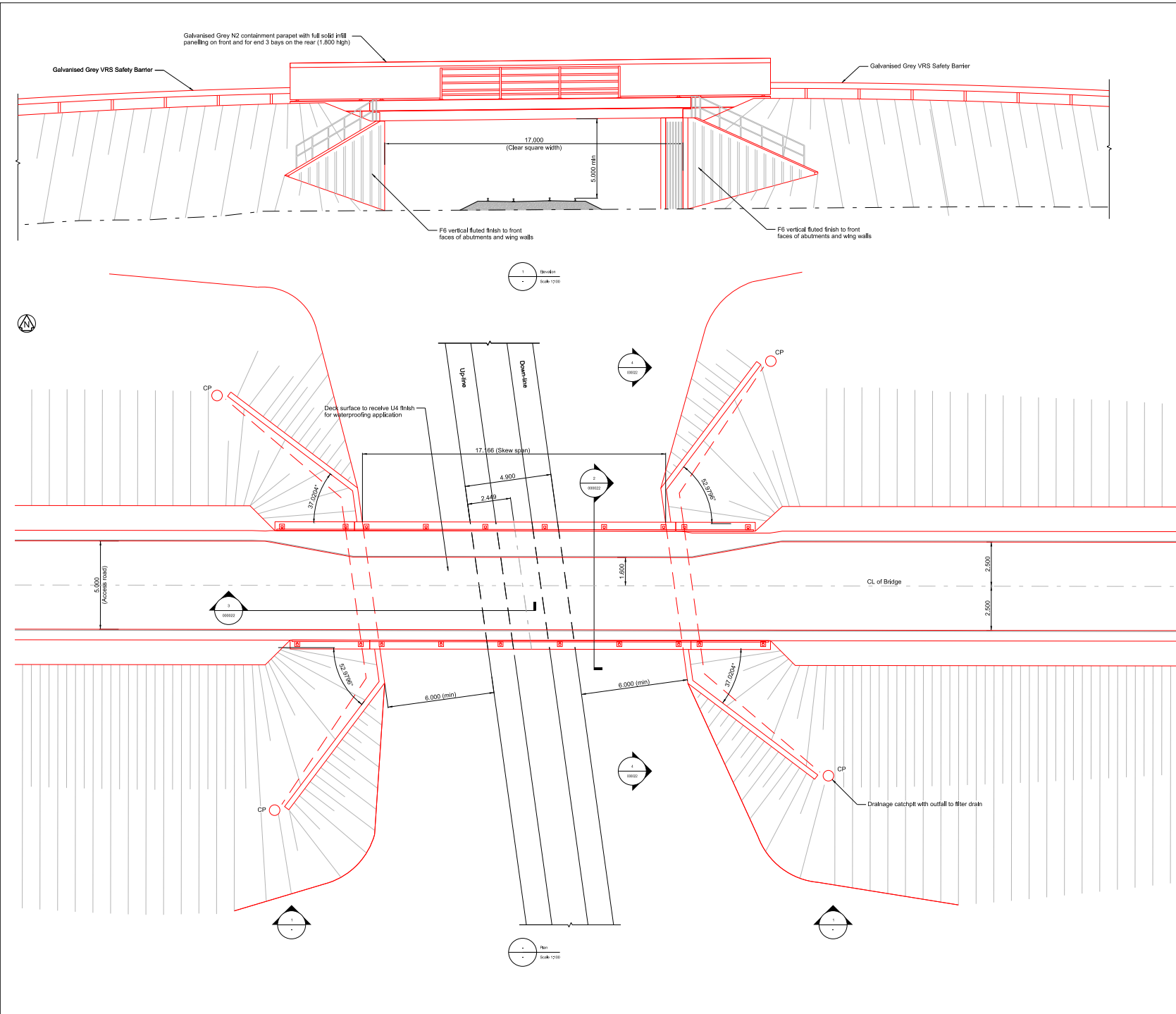
Route Section Group
Route Section Group 0

Route Section
Ryader to Pontypridd

Drawing Title
Gelynis Farm Overbridge
Planning Application Boundary

Designed	SH	Signed	SH	Date	15/10/20
Drawn	RC	Signed	RC	Date	15/10/20
Checked	ML	Signed	ML	Date	15/10/20
Approved	OG	Signed	OG	Date	15/10/20
Scale(s)	1:1250	ELR & Mileage	CAM	From	6M 16ch

Alternative Reference	Sheet	1
Drawing Number	Revision	P03
TRAN01-KAW-RO-R2P-DDR-D-HW-000032		



Safety, Health and Environmental Information
 For Health and Safety information, refer to discipline specific Risk Management Schedule.

- General Notes**
1. Dimensions are in metres unless otherwise stated.
 2. This drawing is to be read in conjunction with all other contract drawings and the Specification.
 3. All structural concrete to be design mix compressive strength C40/50
 4. All Precast concrete to be design mix compressive strength C50/60
 5. Concrete surface finishes, unless otherwise stated:
 Exposed formed surfaces F3
 Burled Formed surfaces F2
 Exposed unformed surfaces U3
 Burled unformed surfaces U2
 6. All accessible burled concrete surfaces, except those receiving proprietary waterproofing, shall receive two coats of bituminous emulsion to 0.150 below F.G.L.
 7. Backfill to abutment walls is not to be placed until they have reached their 28-day strength has been gained.
 8. The deck elements have been designed based on a Varley and Gulliver type VGSN1000 Steel Post and Rail Parapet system.

Legend/Key

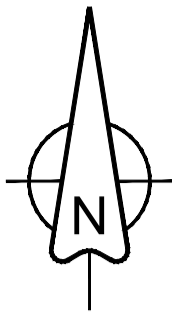
CP ○ Proposed drainage catchpit

Rev	Date	Description of Revisions	Drawn	Check	Appr	Submittal
P01	--	Piling Issue		JB	ES	--
Rev						

Status: **Fit for co-ordination** Suitability: **S1**



Authorised	---	Signed	Authorised by eSign	Date	---	
Contractor	KeolisAmey					
Asset Location						
File/Asset	TRAN01	File Type	DDR	Version	ST	
File	CAD drawings	File Name	ST	Work Stage	E	
Zone	R2P	Work Stage	E			
Project	TRAN01 - CVL Transformation					
Route Section Group	Route Section Group 0					
Route Section	Radyr to Pontypridd					
Drawing Title	GELYNIS FARM OVERBRIDGE GENERAL ARRANGEMENT AND ELEVATION					
Designed	C. Taylor	Signed	Designed by eSign	Date	16/10/20	
Drawn	J. Bellenger	Signed	Drawn by eSign	Date	29/09/20	
Checked	L. Simson	Signed	Checked by eSign	Date	15/10/20	
Approved	---	Signed	Approved by eSign	Date	---	
Scale	AS SHOWN	Units	EM 16ch	From	To	
Alternative Reference	CAM 6M 16ch 6M 16ch					
Drawing Number	TRAN01-KAW-R0-R2P-DDR-D-ST-000021				Revision	P01



NOTES

1. Do not scale from drawing.

KEY

- River Taff
- Existing Pedestrian Footbridge
- M4 Motorway
- Proposed Access Road incorporating Public Right of Way
- Proposed Earthworks
- Footway Over Bridge
- CVL Railway Line
- Proposed Concrete Wingwalls and Bridge Deck
- Proposed Parapet Plinth
- Proposed Parapet (see Structures drawings)
- Proposed Vehicle Restraint System
- Proposed Post & 3-Rail Fenceline
- Proposed Replacement Railway Boundary Fencing
- Exact location, extents and specification to be provided at a later date by third party, FJD
- Proposed positions of outfall structures

P02	21/10/20	Axis comments addressed	RC	ML	OG
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability
Initial non-contractural code					SO

Authorised	Authorised by	Signed	Date
		Authorised by eSign	Authorised Date

Contractor(s) KeolisAmey	
Sub-Asset TRAN01	
Type CAD drawings	Sub-Type DDR
Role D	Sub-Role HW
Location Zone R2P	Plan of Work Stage D
Project TRAN01 - CVL Transformation	

Route Section Group
Route Section Group 0

Route Section
Ryader to Pontypridd

Drawing Title
**Gelynis Farm Overbridge
General Arrangement**

Designed	SH	Signed	SH	Date	15/10/20
Drawn	RC	Signed	RC	Date	15/10/20
Checked	ML	Signed	ML	Date	15/10/20
Approved	OG	Signed	OG	Date	15/10/20
Scale(s)	1:500	ELR & Mileage	CAM	From	6M 16ch
Alternative Reference				To	6m 16ch

Drawing Number	Sheet	Revision
TRAN01-KAW-R0-R2P-DDR-D-HW-000034	1	P02

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LOCAL MEMBER OBJECTION

COMMITTEE DATE: 28/07/2021

APPLICATION No. **21/00236/MJR** APPLICATION DATE: 29/01/2021ED: **RADYR**

APP: TYPE: Listed Building Consent

APPLICANT: Keolis Amey

LOCATION: LAND EITHER SIDE OF RADYR TO PONTYPRIDD RAILWAY LINE AT GELYNIS FARM, TY-NANT ROAD, MORGANSTOWN, CARDIFF, CF15 8LB

PROPOSAL: NEW VEHICULAR AND PEDESTRIAN BRIDGE OVER THE RADYR - PONTYPRIDD RAILWAY LINE AND ASSOCIATED INFRASTRUCTURE AND REMOVAL OF PART OF A RUINED FARM BUILDING WHICH LIES WITHIN THE CURTILAGE OF THE GRADE II* LISTED GELYNIS FARMHOUSE

RECOMMENDATION 1: That, subject to CADW, Listed Building Consent be **GRANTED** subject to the following conditions:

1. STATUTORY TIME LIMIT

The works permitted shall be begun before the expiration of five years from the date of this consent.

Reason: In accordance with the provisions of Section 18(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990)

2. APPROVED PLANS AND DOCUMENTS

The works shall be carried out in accordance with the following approved drawings:

- Planning Application Boundary
TRAN01-KAW-RO-R2P-DDR-D-HW-000032 Rev P03;
- Existing Site Plan TRAN01-KAW-R0-R2P-DDR-D-HW-000033
Rev P02;
- General Arrangement
TRAN01-KAW-R0-R2P-DDR-D-HW-000034 Rev P02;
- Long Section TRAN01-KAW-R0-R2P-DDR-D-HW-000035 Rev
P02;
- Cross Sections TRAN01-KAW-R0-R2P-DDR-D-HW-000036
Rev P02;
- Gelynis Farm Overbridge General Arrangement and Elevation
TRAN01-KAW-R0-R2P-DDR-D-ST-00021 Rev P01;
- Gelynis Farm Overbridge Elevations and Sections
TRAN01-KAW-R0-R2P-DDR-D-ST-00022 Rev P01.

The works shall be carried out in accordance with the following approved documents:

- Cultural Heritage Impact Assessment: Gelynis Overbridge (RSK ADAS, January 2021)
- Written Scheme of Investigation for Programme of Archaeological Works at Gelynis Farm (RSK ADAS Limited, January 2021)
- Heritage Impact Statement, Gelynis Overbridge (RSK ADAS, January 2021)

3. BUILDING RECORDING

Prior to the commencement of works a detailed building survey shall be undertaken and submitted to the Local Planning Authority of the remains of the building within the curtilage of Gelynis Farmhouse which would be removed as a result of the development.

Reason: To ensure that adequate records are made of the building prior to alteration in accordance with Local Development Plan Policies KP17 (Built Heritage) and EN9 (Conservation of the Historic Environment).

4. BUILDING RECORDING – ROYAL COMMISSION ON THE ANCIENT AND HISTORIC MONUMENTS OF WALES

The works hereby approved shall not be undertaken until the Royal Commission on the Ancient and Historical Monuments of Wales has been granted access to the building for the purpose of recording it.

Reason: To ensure that adequate records are made of the building prior to alteration in accordance with Local Development Plan Policies KP17 (Built Heritage) and EN9 (Conservation of the Historic Environment).

5. RE-USE OF STONE

Prior to the commencement of works, a detailed specification and programme of works describing how the displaced stone will be reused to repair existing boundary features to the rear of Gelynis farmhouse shall submitted to and approved in writing by the Local Planning Authority. The repair works shall be implemented in accordance with the specification prior to beneficial use of the approved bridge.

Reason: To mitigate for the removal of the wall remains and to safeguard the fabric of the listed building in accordance with Local Development Plan Policies KP17 (Built Heritage) and EN9 (Conservation of the Historic Environment).

RECOMMENDATION 2 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours

Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 Listed Building Consent is sought for the construction of a new vehicular and pedestrian bridge over the Radyr-Pontypridd railway line and associated infrastructure and removal of part of a ruined farm building which within the curtilage of the Grade II* Listed Gelynis Farmhouse, Ty-Nant Road, Morganstown.
- 1.2 As part of the enhancements to the Core Valley Lines (CVL) network, the number of services will increase in frequency and rolling stock will be upgraded to an electric fleet, meaning quieter and faster trains. These improvements will increase the risk of conflict between users of two level crossings and train services. To comply with health and safety requirements, an alternative access is required to mitigate the risk for users of the Pentyrch crossing (providing pedestrian access to Station House) and the Gelynis Crossing.
- 1.3 The new bridge would provide vehicle access to properties at Gelynis Farm and Station House. The existing level crossings providing access to these properties would be closed (pedestrian only access in respect of Station House). Access to the Gelynis Farm level crossing would be retained as a future maintenance access for the railway operator and also to provide access to the remaining farmland.
- 1.4 The new road would be approximately 370 metres long and has been designed for vehicle speeds up to 20 mph. The embankments would be set approximately 1.5 metres north of the existing M4 motorway embankments and the bridge would be set 5 metres above track level, with the road gradients being up to 1:12.5 (8%). The road would be 5 metres wide with 2 metre verges either side, reducing to 4.1 metres width on the bridge plus a 1.5 metre wide verge for pedestrian safety.
- 1.5 The existing Public Right of Way (PROW), Radyr No. 1, which currently utilises the level crossing providing a pedestrian link between Morganstown and the Taff Trail to the east would be re-routed across the new bridge. This would be secured under separate legislation outside of the planning process.
- 1.6 15 no. trees (5 no. Category 'B' and 10 no. Category 'C/U') and 3 groups (Category 'C') would need to be removed to facilitate the development. All Category 'A' trees within the survey area would be retained.
- 1.7 A temporary construction compound would be required in order to implement any planning permission and the field immediately south of the existing access road and west of the railway line has been identified for this purpose. Before any construction work commences, the applicant will also be carrying out the electrification of this section of the CVL network under 'permitted

development' rights which would requires its own construction compound on part of the Moundfield recreation ground to the north. The electrification works would commence in advance of any implementation of this development. HGV traffic for both the electrification works and the proposals subject to this application would utilise the construction route from the north via Pugh's Garden Centre. Construction worker vehicles for this application would access the site via the existing private lane from Ty Nant Road to the west.

- 1.8 The removal of part of the ruins of a non-designated late 19th century cottage building associated with the Grade II* Listed Gelynis Farmhouse would be required. These ruins are recorded as a non-designated heritage asset by GGAT. However they are considered to be within the curtilage of the Gelynis Farmhouse Grade II* Listed Building and are therefore covered by the Listing. The removal of surviving walls and buried remains of this structure would be required.
- 1.9 A separate application for planning permission is also reported to this Committee (ref: 21/00235/MJR).
- 1.10 Cardiff Council received a request for a screening opinion in December 2019 to determine whether the Council considered the Core Valley Line Transformation Works to constitute development requiring Environmental Impact Assessment. On 12th February 2020 the Council published its opinion that the works, which include the installation of new overbridges, did not constitute EIA Development and therefore an Environmental Statement was not required (ref: SC/19/00018/MJR).
- 1.11 The application is supported by the following documents:
 - (i) Written Scheme of Investigation
 - (ii) Heritage Impact Statement

2. **DESCRIPTION OF SITE**

- 2.1 The site comprises approximately 9,727m² on land at Gelynis Farm, located immediately west of the River Taff, north of the M4 motorway, and east of Ty Nant Road (Main Road), Morganstown. Gelynis Farm, a Grade II* Listed Building, is accessed via a private drive from Ty Nant Road (Main Road) and the site comprises a combination of agricultural land, railway land, and amenity grassland within the ownership of Gelynis Farm.
- 2.2 Radyr No. 1, a Public Right of Way utilises this access lane and level crossing, providing a link between Morganstown to the Taff Trail on the east bank of the River Taff.
- 2.3 The River Taff, a designated Site of Importance for Nature Conservation (SINC), is immediately east of the application site and flows in a north-south direction parallel to the orientation of the railway line. The riverbank is lined by mature trees.

- 2.4 The M4 motorway lies immediately south of the application site. The motorway embankments contain dense tree cover which, together with parts of the woodland to the west boundary, fall within the Mynydd Woods SINC. The mixed deciduous woodland on the western boundary is also subject to a Tree Preservation Order.
- 2.5 To the north is the Moundfield public open space which contains a grass football pitch, skate park, changing rooms and a car park. Access to this space is via Pugh's Garden Centre further to the north. The Morganstown Castle Mound, a designated scheduled monument, lies further north between the Mound Field and Pugh's Garden Centre, and adjacent to this access.
- 2.6 The site is generally flat and level with a ground elevation of approximately 26-27m AOD. It lies within a C2 Flood Zone (an area of the flood plain without significant flood defence infrastructure, including flood defences).
- 2.7 The Pentyrch level crossing (for Station House) is pedestrian only. Station House is two-storeys and fronts directly onto the railway. Gelynis Farm is currently used as a guest house. The property is two-storey, and the main elevation faces south. A garden area is due south of the property, and a small orchard is located to the south-west. The private access road runs to the northern side of the property.

3. SITE HISTORY

3.1 No relevant history for the application site, though the following applications have been considered in the vicinity of the site:

3.2 20/1748/MNR: Permission refused in February 2021 for the erection of pre-fabricated farm office/amenity unit and barn structure at Gelynis Farm for the following reasons:

1. The application site lies outside defined settlement boundaries, where it is intended that new development be strictly controlled and the proposed development by virtue of its scale, design and position is considered to have an detrimental impact on the countryside, river corridor and landscape setting of the area and cannot be justified in this location, contrary to Policies KP3 (B), EN1, EN3 and EN4 of the Cardiff Local Development Plan 2006 – 2026.

2. The proposed development is not justified in terms of tests (i) and (ii) outlined in para 6.2 of Technical Advice Note 15 (Development and Flood Risk) and does not meet test (iii) as it is not considered to be Previously Developed Land and is therefore considered contrary to Policies KP15 and EN14 of the Cardiff Local Development Plan 2006-2026 and Technical Advice Note 15 (Development and Flood Risk).

3. The development by virtue of its siting would sterilise land associated with the sand and gravel resources located within the Sand and Gravel Safeguarding Area in this location, contrary to Policy KP11 and M7 of the Cardiff Local Development Plan 2006-2026.

4. Insufficient information has been submitted to fully assess the impact of the proposal in terms of transport, ecology, trees, drainage and waste, and upon the setting of listed buildings, contrary to Policies KP8, KP12, KP15, KP16, KP17, T1, T5, EN6, EN7, EN8, EN9, EN10, EN14 and W2 of the Cardiff Local Development Plan 2006-2026.

3.3 20/01138/MNR: Permission granted in February 2021 for retention of as-built concrete access track at Gelynis Farm.

3.4 20/00416/MNR: Permission granted in June 2020 for proposed diverted access track to serve Station House.

3.5 16/00413/MNR: Prior Approval granted in June 2016 for agricultural building for storage of hay and agricultural machinery and an access track at Gelynis Farm.

4. POLICY FRAMEWORK

4.1 Planning Policy Wales: National planning policy in the form of Planning Policy Wales (Edition 11, 2021) (PPW) is of relevance to the determination of this application. The following chapter is of particular relevance in the assessment of this application:

- Chapter 6 - Distinctive and Natural Places: Recognising the Special Characteristics of Places (The Historic Environment).

4.2 Technical Advice Notes (TANs). The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note 24 – The Historic Environment (2017)
- Technical Advice Note 12 – Design (2016)

4.3 Cardiff Local Development Plan (LDP) 2006-2026. There is no statutory requirement to have regard to LDP policies in determining applications for Listed Building Consent, however the following policies outline the Local Authority's stance in terms of the alteration of Listed Buildings and as they are based on National Policy may be considered material to any analysis:

- KP17: Built Heritage
- EN9: Conservation of the Historic Environment

4.4 Other relevant evidence or policy guidance:

- CADW, Conservation Principles (2011)
- CADW, Managing Change to Listed Buildings in Wales (2017)
- Welsh Government Circular 016/2014: The Use of Planning Conditions for Development Management

5. INTERNAL CONSULTEES RESPONSES

5.1 Placemaking (Conservation) advises as follows:

- (i) The impact of the works in terms of removal of the curtilage-listed remains of the cottages can be mitigated through a recording exercise, coupled with reuse of the stone to repair/consolidate other masonry boundary features within the curtilage of the listed Gelynys farmhouse. They suggest that GGAT be asked to provide the wording for the recording condition. As this is technically an LBC for demolition, this will also need the standard RCAHMW condition, although he imagines that they will think that the recording exercise is sufficient here. This also means that the LBC needs to be sent to the join amenity bodies. It is rare that they will make a comment, but it is a requirement within TAN24.
- (ii) Works hereby approved shall not be undertaken until the Royal Commission on the Ancient and Historical Monuments of Wales has been granted access to the building for the purpose of recording it. Reason: To ensure that adequate records are made of the building prior to alteration.
- (iii) For the re-use of stone he suggests: Prior to the commencement of works, a detailed specification and programme of works describing how the displaced stone will be reused to repair existing boundary features to the rear of Gelynys farmhouse shall submitted to and approved in writing by the Local Planning Authority. The repair works will be implemented in accordance with the specification prior to beneficial use of the bridge. Reason: to mitigate for the removal of the wall remains and to safeguard the fabric of the listed building.

6 EXTERNAL CONSULTEES RESPONSES

6.1 **The Society for the Protection of Ancient Buildings** has no objection to the application.

6.2 **The Royal Commission on the Ancient and Historical Monuments of Wales** notes that the proposal involves the demolition of a ruined building within the curtilage of the grade II* listed building. The ruined building is a low-key vernacular building of uncertain date and significance. If consent is given for the removal of this building, it is important that as a condition of consent an appropriate investigation of the building is required that would establish its date and function and significance in relation to the listed building. A copy of the report should be deposited in the National Monuments Record of Wales (the public archive of the Royal Commission).

6.3 **Glamorgan Gwent Archaeological Trust** has been consulted on the application and any comments received will be reported to Committee.

7. REPRESENTATIONS

7.1 The application was publicised by **press and site notices** on 18 February

2021.

7.2 **Councillor R McKerlich** opposes this application and points out the strength of local opposition as evidenced by submitted petition. This level of opposition should lead to this application going to planning committee in which event he would like to speak. His grounds for opposition are:

- (i) *Volume and type of traffic using the access road.* The lane linking the level crossing with Tynant Road is completely unsuitable; The lane is completely unfit for the volume and type of traffic going to and from the compound (see attached montage of photos). The lane is much used by pedestrians who are at risk from sharing a very narrow lane with massive vehicles. While much of the access lane is a public right of way the initial strip from Tynant Road is private and rights of use have not been proven for the heavy vehicles currently using it under the auspices of Morgan Sindall. If this application is approved it must be qualified by refusing the use of this lane to related HGVs, construction vehicles and related workers' private cars;
- (ii) *Threat to wildlife:* The associated documentation demonstrates the range and volume of wildlife currently occupying this area. By the end of construction, if it is approved, this wildlife will have been ousted. To monitor the situation regular surveys of wildlife should be commissioned and remedial action taken if his fears materialise. He is impressed by the thorough surveys but these must be accompanied by regular audits of wildlife to assess any deterioration of the habitat. He suggests that this should be done at least annually and preferably twice annually. In this way, working practices can be controlled to avoid driving birds and wild animals away.
- (iii) *Width and scale of proposed bridge:* this is out of keeping with the access lane. Why is it necessary to commission a bridge suitable for large vehicles which cannot access the bridge due to constrictions imposed by the private road and the bridge at the end of it? Naturally the local residents surmise that there is an undisclosed motive.
- (iv) *DDA Compliance:* He is concerned that the height of the proposed bridge and its distance from the existing level crossing will be, at best, greatly inconvenient to walkers especially those who are disabled. They will be obliged to walk some 250 metres further and ascend a very steep slope to the proposed bridge then do the same on a return journey. Has the proposal been assessed for DDA compliance? He strongly suggests that the new bridge should be augmented by a footpath located near the current level crossing; this foot bridge would have lifts at either end much like the footbridge at Radyr Station. The cost of this improvement could be mitigated by reducing the specification for the bridge which is grossly over-engineered.
- (v) *Transport Plan:* the transport plan is seriously deficient in respect of detail about both routes 1 and 2. Route 1 is obviously inadequate for

the range of vehicles currently being used by Morgan Sindall, working for Welsh Water. It should not be permitted access for any vehicles working on either TfW project. Furthermore Highways dept. should be asked to assess this route with a view to imposing sensible limits on any future use of this very narrow lane. There is insufficient detail to properly assess route 2 but given the number of interfaces with pedestrians, both clients of Pugh's and lawful users of Mound Field, this omission must be repaired well before work starts. The use of powers as a statutory undertaking must not be allowed to put human life at risk.

- (vi) *Planning gain*: given the scale of these projects and the local disruption, he expects that there will be substantial S106 provisions.

7.3 **14 no. representations raising the following concerns and objections** have been received from residents of Radyr, Morganstown, Whitchurch and Tongwynlais, Llandaff and Pontyclun. The issues raised are summarised as follows:

Residential Amenity

- (i) Disruption caused by construction works over a 2 years period, day and night;
- (ii) Detrimental impact on their homes;
- (iii) Nuisance from construction phase is disproportionate to the benefits;
- (iv) Noise pollution, especially from night-time working where thresholds will be exceeded for noise-sensitive receptors. Noise assessment documentation is lacking. Contrary to Local Development Plan Policy EN13 and harmful to well-being of residents;
- (v) Environmental pollution including light pollution and dust with no mitigation proposed;
- (vi) Loss of privacy and reduced amenity for occupiers of Gelynis Farm contrary to LDP Policy C3 resulting in a loss of enjoyment of their property;
- (vii) A Community Liaison Strategy is referred to in the application and must be included in the CEMP;
- (viii) Loss of quality of life;
- (ix) A motorway noise barrier should be considered;

Nature Conservation

- (x) The 'Future Generations Report 2020' includes a recommendation for public bodies to refuse developments which are not fully aligned with Planning Policy Wales and the Well-being of Future Generations Act and those that do not maintain or enhance biodiversity. Access to green space is also highlighted including a recommendation to ensure people can access green space within 300m of their home;
- (xi) Location causes maximum harm to the local environment;

- (xii) Destruction of valuable green spaces, habitat and historical settings;
- (xiii) Destruction and damage to wildlife habitats including protected species;
- (xiv) Insufficient mitigation for dormice and bats, both protected species;
- (xv) Badger habitats need to be safeguarded and it is not clear how this will be achieved;
- (xvi) Impacts upon otters and their habitats (including a holt) will be unacceptable;
- (xvii) Impact upon nesting birds;
- (xviii) Ecological mitigation includes no night-time works which will not be adhered to;
- (xix) Contrary to Local Development Plan Policies KP16, EN1, EN5, EN6, EN7 and EN8;
- (xx) Harm to amphibians;
- (xxi) Conflicts with SINC designation;
- (xxii) Ecological surveys are incomplete failing to consider grass snakes and insects;
- (xxiii) Biodiversity will be destroyed not enhanced;
- (xxiv) Application does not contain details for dealing with Japanese Knotweed;
- (xxv) No external lighting should be allowed to protect residential amenity and wildlife;
- (xxvi) Mitigation for species is insufficient. Fails to meet the 6 objectives to green infrastructure. Contrary to LDP Policy KP16;
- (xxvii) Significant, catastrophic and irretrievable damage to wildlife habitats and species;
- (xxviii) Bridge will have a catastrophic effect on the natural environment. An ecological survey covering a 12 month period should be required to understand the impacts on habitats and species. Surveys in the application are inadequate;

Trees

- (xxix) Irreplaceable losses of valuable trees. The future of the Sweet Chestnut tree is queried;
- (xxx) Contrary to LDP Policy KP5 as proposals are not in keeping with the context and effects on landscape character. Queries provisions for long-term management and maintenance;
- (xxxii) Unnecessary harm to nature conservation including beech trees and protected species and insufficient mitigation has been provided;
- (xxxiii) Will cause harm to designated sites, trees, woodlands and hedgerows;

Health and Well-Being

- (xxxiv) Negative impact upon recreational use of Mound Field;
- (xxxv) Negative effect on green landscape. The COVID pandemic has increased the importance of such spaces for daily exercise and mental wellbeing;

- (xxxv) Contrary to LDP Policy KP14 (Healthy Living);
- (xxxvi) Detrimental impact on the use of Moundfield by football teams, walkers, dog walkers and skate park users;
- (xxxvii) The use of the Mound Field for an industrial compound is contrary to the gifting of the land and its adoption for community use;
- (xxxviii) Skate park has strategic value to young people;
- (xxxix) Adverse impact on the mental health of the local community;

Design and Appearance

- (xl) Proposed bridge is a monstrosity, it is visually intrusive, disproportionately over-scaled, over-engineered, and over-designed;
- (xli) Visually intrusive on the eye line of the M4 embankment;
- (xlii) Shared nature of the bridge by various users and its design including sharp bends and steep gradients raises safety concerns;
- (xliii) Contrary to LDP Policy KP5 requiring good quality design;
- (xliv) Bridge designs are inappropriate and do not serve the majority road user;
- (xlv) Bridge creates a long and significant diversion of the PROW;
- (xlvi) No artist's impressions of the bridge are provided therefore it is hard to visualise the proposals;
- (xlvii) Visual impact will be significant;
- (xlviii) Bridge design is unnecessarily wide (9m width compared to 3m wide existing track);

Consideration of Alternatives

- (xlix) TfW have failed to demonstrate that there is no satisfactory alternative to the submitted proposals;
- (l) A footbridge of appropriate scale should be installed and an overbridge created via Ty Nant Road or Ty Nant Court into the fields north of Gelynys Farm. This would ensure construction activities are sited far from existing residents, construction traffic would avoid the village and Pugh's Garden Centre, reduced impact on ecology and heritage interests, PROW retains its alignment with a more sympathetic bridge, and pedestrians are separated from farm traffic;
- (li) An automated crossing similar to St. Fagans should be installed;
- (lii) Vehicular access to Gelynys Farm via Ironbridge Road the east should be considered;
- (liii) The bridge and embankment works should be combined with the motorway embankments;

Transport and Access

- (liv) Does not best serve the needs of the community – the majority of users are on foot, with wheelchairs, pushchairs and bikes. Bridge does not comply with DDA requirements;
- (lv) Removes PROW and introduces a convoluted replacement route;

- (lvi) Will increase vehicle traffic contrary to well-being of pedestrians and cyclists;
- (lvii) Gradient is steeper than current guidelines for inclusive mobility and may deter pedestrians and cyclists;
- (lviii) Single track road and two-lane bridge may lead to sharp acceleration and decelerating causing conflict with other users;
- (lix) Construction traffic volumes are disproportionate to benefits for residents and volume of traffic served by the development;
- (lx) Safety concerns for pedestrians and cyclists during construction;
- (lxi) Road design with a right angle bend is unsafe;
- (lxii) There is currently a ban on HGV traffic using the B4262 through Morganstown which also has a 7.5 tonne limit. Traffic will be contrary to LDP policies KP8 and KP14;
- (lxiii) Excessive HGV movements (28 HGV deliveries per day) down a small lane with an awkward entrance;
- (lxiv) It is not acceptable to expect road users to use grit bins during adverse weather;
- (lxv) Traffic may increase which could mean the lack of designated footways in the bridge design creating a safety issue;
- (lxvi) Proposed 20mph speed limit is too high;
- (lxvii) Contrary to LDP Policy KP8;
- (lxviii) Fails to maintain access to the Mound Field via Gelynys Lane;
- (lxix) The Morganstown Compound should be considered under this application;
- (lxx) The HGV haul crossing the footpath will threaten pedestrian safety contrary to LDP Policy T1;
- (lxxi) The effects of COVID on the use of public transport in the future have not been taken in to account;
- (lxxii) Station House does not have access rights to use the private lane and should not be served by the proposals;
- (lxxiii) Private access lane should not accommodate any construction traffic;
- (lxxiv) PROW diversion should be subject to public consultation and a route via the Moundfield should be considered to avoid the steep hill from Morganstown village;
- (lxxv) Access via the private lane for construction workers is unacceptable;
- (lxxvi) It is unacceptable for HGVs to cross the PROW to access the compound;
- (lxxvii) Application does not consider accessibility and suitability of crossing for pedestrians and cycles contrary to LDP Policy KP8 and T1;
- (lxxviii) Detour of PROW and bridge inclines contrary to LDP Policy KP14 and Health and Wellbeing SPG;
- (lxxix) Contrary to 'Managing Transport Impacts' Supplementary Planning Guidance, specifically paragraph 7.10 (PROW diversion does not benefits of attractiveness or convenience);
- (lxxx) The junction from Pugh's Garden Centre onto the B4262 is busy and would cause conflict between construction traffic and users;
- (lxxxix) A cycle connection to the River Taff should be considered, there is

- currently no provision;
- (lxxxii) No consultation on the PROW diversion has taken place which will include an additional 200m to the length;
- (lxxxiii) No consultation for any Traffic and Pedestrian Management Plan has taken place.

Heritage

- (lxxxiv) Demolition of a listed building;
- (lxxxv) Significant harmful visual impact on heritage assets (Gelynis Farm and Mound ruins) contrary to LDP Policies KP17 and EN9;
- (lxxxvi) Interpretation proposals to mitigate heritage impacts are flippant;
- (lxxxvii) Little provision made for archaeology and heritage contrary to LDP Policy KP17;
- (lxxxviii) The construction of the road bridge would result in “an appreciable visual change” which would not have less than significant harm to the setting and aesthetic significance of the Listed building;

Hydrology

- (lxxxix) Risk of flooding will increase including downstream and mitigation is unclear;
- (xc) Queries why a Water Framework Directive Assessment has not been undertaken. NRW should be consulted in this respect;
- (xci) The FCA is flawed and the proposals conflict with LDP Policies specifying flooding requirements (KP6, KP15, EN10, EN14). A bund is needed to mitigate flooding. There should not be any development on a floodplain at risk from flooding;
- (xcii) Gelynis Farm has not experienced flooding since 1903;
- (xciii) LDP Policy KP18 has not been considered in the application;
- (xciv) Surface water run-off from the M4 motorway or Morganstown village has not been considered in the assessment of flood risk;
- (xcv) The proposed attenuation ponds will create a health and safety risk, particularly for children;
- (xcvi) Flood risks are based on theoretical modelling and not experience;
- (xcvii) Hard infrastructure on green fields in a flood-prone area is contrary to LDP Policy KP15;
- (xcviii) Development will cause a flooding impact on Gelynis Farm contrary to LDP Policies KP6, KP15, EN10, EN14. A bund should be provided as mitigation. The Ty Nant stream to the west has not been considered in the flood model;
- (xcix) Flooding will impact the listed building removing amenity, security and privacy;
- (c) Any bunds to mitigate flooding need to be assessed for their wider impacts;

Other Matters

- (ci) The Well-being of Future Generations Act requires public bodies to set and publish well-being objectives, maximise contribution to

- well-being goals and take all reasonable steps to meet the objectives;
- (cii) A screening opinion in 2013 sought the LPA's views on the construction of c.250 dwellings on land at Gelynis Farm, relying on a bridge over the railway and footbridge to replace existing crossings at Station House and Gelynis Farm. This is consistent with their views that an alternative location should be found for the bridge;
 - (ciii) No community consultation took place during consideration of the three bridge options in the preparation of this application nor do any create community benefit;
 - (civ) Current sewerage works taking place nearby has destroyed grazing and sports fields and works vehicles have taken over the access lane causing an unacceptable health and safety risk to pedestrians;
 - (cv) Planning Application No. 16/00413/MNR for the provision of a new agricultural building to store hay produced on the farm and farm machinery was decided in June 2016 and included approval for the its access road to have the appearance of a traditional cart track with a central grass section to retain the rural appearance of the site.
 - (cvi) Planning Application No. 20/01138/MNR approved in February 2021 gave retrospective approval for the retention of a concrete track which bears no resemblance to the original approval. The barn is also of significant scale impacting on the local landscape with no attempt to screen;
 - (cvii) Planning Application No. 20/00416/MNR for a concrete access road to Station house and was approved in June 2020. No publicity of this application took place. The report requires landscaping and replacement planting to improve the amenity and environmental value of the area;
 - (cviii) Planning Application No. 20/01748/MNR for a second barn, farm office and amenity unit at Gelynis Farm was refused in February 2021. Plans for business growth, staff accommodation are not suitable via the private lane and may be the motive behind the proposals to design an unnecessarily large access road and bridge;
 - (cix) Effect on the character and appearance of the area; listed building, transportation, drainage, flood risk, trees/hedgerows, soils, ecology, sand and gravel reserves;
 - (cx) Contrary to aims to reduce emissions;
 - (cxi) Future housing development on the farmland is suspected given the scale and design of the bridge;
 - (cxii) Animal fatalities are not shown to be mitigated;
 - (cxiii) Consultation process has been inadequate giving insufficient time to respond;
 - (cxiv) The proposals should be considered EIA Development and a major development given the scale and sensitivities of the development;
 - (cxv) The proposals should be assessed against the recent 'Future Wales' publication;
 - (cxvi) It is unclear who will own the asset on completion;
 - (cxvii) Gelynis Farm including its field south of the motorway could

- become a hot spot for vandalism and other forms of anti-social behaviour;
- (cxviii) Detrimental impact on the Bed & Breakfast operations of Gelynis Farm;
 - (cxix) The site is agricultural land, not undeveloped land;
 - (cxx) No archaeological survey has been undertaken;
 - (cxxi) Application should be considered a 'major development' to include new access to Station House extending the scope of the application, references to proposals seeking residential use of barns, and burying of power lines;
 - (cxxii) Other related planning applications included farm office, barn and amenity unit and Station House access comprises the integrity of this application and is a manipulation of the planning process;
 - (cxxiii) Inaccuracies in application e.g. typographic errors, Morganstown United FC does not exist, Ty Nant Road is known locally as Main Road;
 - (cxxiv) DAS refers to 4 houses receiving enhanced access though only Gelynis Farm and Station House exist and the former is being purchased by the applicant;
 - (cxxv) Diversion of overhead cables has not been included in the application (which would make it a major development);
 - (cxxvi) LDP is clear that radon minerals in the area should prevent development in this valley. Development could lead to radon poisoning for local residents;
 - (cxxvii) Application does not demonstrate compliance with goals of the Wellbeing of Future Generations Act 2015;
 - (cxxviii) People Places Futures is cut and paste and not relevant to the application;
 - (cxxix) A site visit by Planning Committee is requested;
 - (cxxx) Public funds should not be used to finance an access to a private property where none currently exists (Station House);
 - (cxxxii) Concern about the future maintenance and management of Gelynis Farm when it becomes unoccupied;
 - (cxxxiii) Orchard Grove and its 3 neighbours have not been consulted on the application;
 - (cxxxiv) Application is misleading in terms of its scale and impact;
 - (cxxxv) LDP Policies KP3 and EN1 only allow development in the countryside outside settlement boundaries where the use is appropriate and respects the landscape character and quality, biodiversity and is an appropriate scale and design;
 - (cxxxvi) Effect on sand and gravel reserves; and
 - (cxxxvii) LDP Policy EN4 is in place to protect and enhance features of the River Corridor.

8. ANALYSIS

- 8.1 S.16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Local Planning Authority in considering applications for listed building consent to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest

which it possesses.

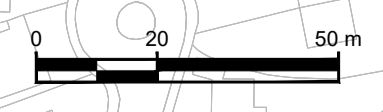
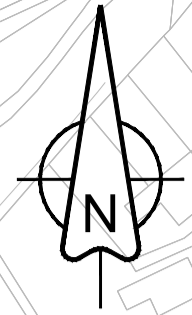
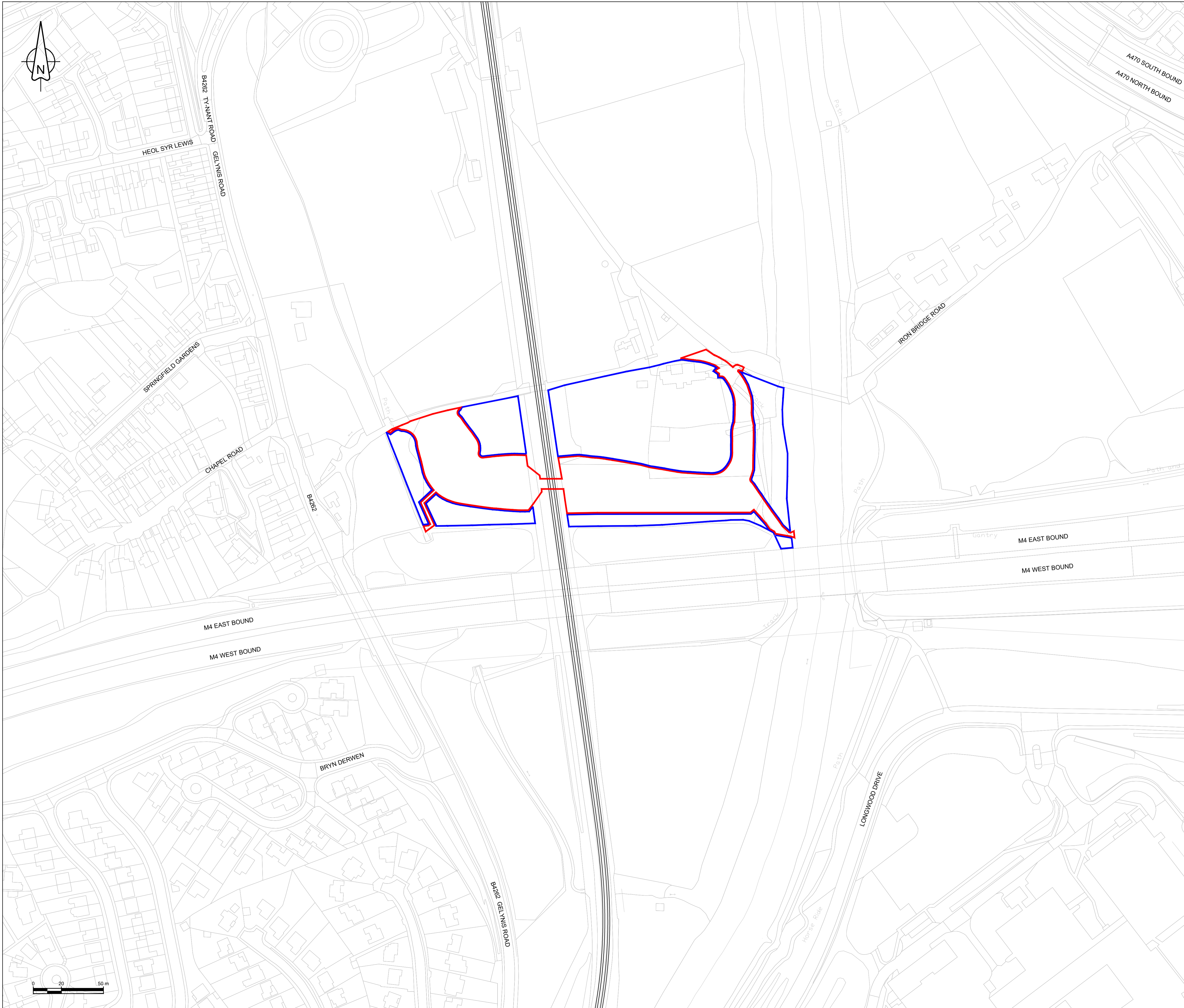
- 8.2 The submitted Heritage Impact Assessment concludes that the cottage ruins comprising surviving walls and buried remains does not make an important contribution to the setting or evidential significance of the Grade II* Listed Building and the removal of these remains would constitute less than significant harm.
- 8.3 It is noted that Placemaking (Conservation) has no objection to the proposed demolition of the listed structure subject to relevant conditions including building recording and the re-use of stonework.
- 8.4 A condition is also recommended to secure building recording as advised by the Royal Commission on the Ancient and Historical Monuments of Wales.
- 8.5 The application has generated a significant number of representations during the public consultation exercise. Matters arising relating to wider planning issues have been addressed in the corresponding report for the planning application, also reported to this Committee (ref: 21/00236/MJR).

Other Considerations

- 8.6 *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.
- 8.7 *Well-Being of Future Generations Act 2015* – 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.

9. CONCLUSIONS

- 9.1 Having regard to the Local Planning Authority’s statutory duties it is agreed that the cottage ruins do not make an important contribution to the setting or evidential significance of the Grade II* Listed Building and the removal of these remains would constitute less than significant harm. Accordingly it is recommended that Listed Building Consent be granted for the works, subject to CADW, and subject to relevant conditions.



NOTES

- 1. Do not scale from drawing.

KEY

- Planning Application Boundary
- Land to be in control of applicant at time of construction

Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
P03	18/11/20	Drawing key revised (Land to be in control...)				RC ML OG
P02	21/10/20	Axis comments addressed				RC ML OG

Initial non-contractural code SO



Authorised Authorised by Signed Authorised by eSign Date Authorised Date

Contractor(s) **KeolisAmey**

Asset Location

Sub-Asset **TRAN01**

Type **CAD drawings** Sub-Type **DDR**

Role **D** Sub-Role **HW**

Location Zone **R2P** Plan of Work Stage **D**

Project **TRAN01 - CVL Transformation**

Route Section Group **Route Section Group 0**

Route Section **Ryader to Pontypridd**

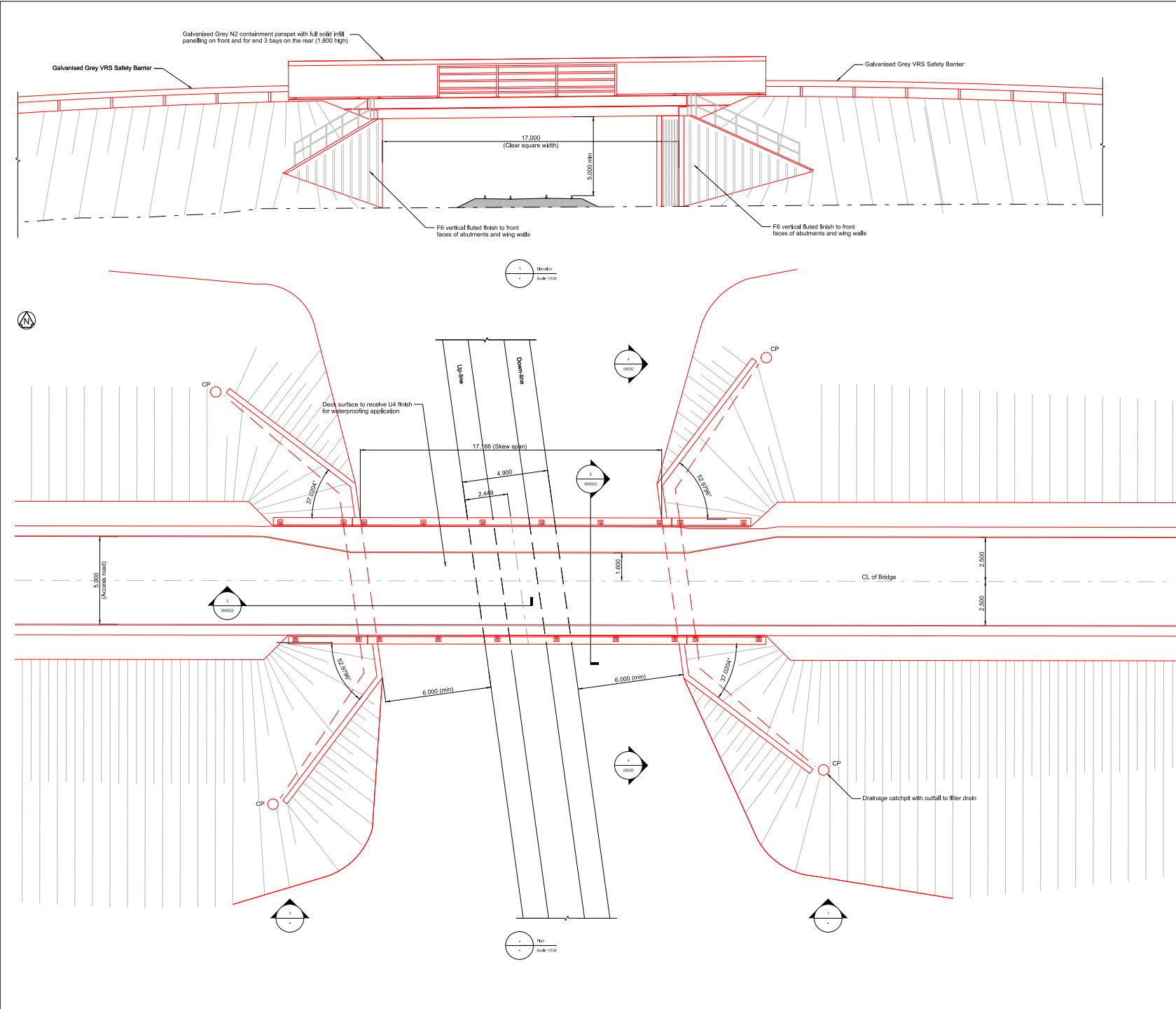
Drawing Title **Gelynis Farm Overbridge
Planning Application Boundary**

Designed	SH	Signed	SH	Date	15/10/20
Drawn	RC	Signed	RC	Date	15/10/20
Checked	ML	Signed	ML	Date	15/10/20
Approved	OG	Signed	OG	Date	15/10/20

Scale(s) **1:1250** ELR & Mileage From **CAM** 6M 16ch To **6m 16ch**

Alternative Reference Sheet **1**

Drawing Number **TRAN01-KAW-RO-R2P-DDR-D-HW-000032** Revision **P03**



Safety, Health and Environmental Information
 For Health and Safety information, refer to discipline specific Risk Management Schedule.

- General Notes**
1. Dimensions are in metres unless otherwise stated.
 2. This drawing is to be read in conjunction with all other contract drawings and the Specification.
 3. All structural concrete to be design mix compressive strength C40/50
 4. All Precast concrete to be design mix compressive strength C50/60
 5. Concrete surface finishes, unless otherwise stated:
 Exposed formed surfaces F3
 Burled Formed surfaces F2
 Exposed unformed surfaces U3
 Burled unformed surfaces U2
 6. All accessible burled concrete surfaces, except those receiving proprietary waterproofing, shall receive two coats of bituminous emulsion to 0.150 below FGL.
 7. Backfill to abutment walls is not to be placed until they have reached their 28-day strength has been gained.
 8. The deck elements have been designed based on a Varley and Gulliver type VGSN1000 Steel Post and Rail Parapet system.

Legend/Key

CP ○ Proposed drainage catchpit

Rev	Date	Description of Revisions	Drawn	Check	Appr	Submittal
P01	--	Preliminary Issue		JB	ES	--
Rev	Date	Description of Revisions	Drawn	Check	Appr	Submittal

Fit for co-ordination **S1**

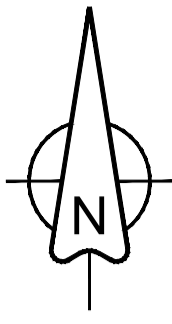


Authorised	---	Signed	Authorised by eSign	Date	---
Contractor	KeolisAmey	Asset Location			
File/Asset	TRAN01	Type	CAD drawings	Link Type	DDR
Rev	D	Zone	R2P	Work Stage	ST

Project
 TRAN01 - CVL Transformation
 Route Section Group
 Route Section Group 0
 Route Section
 Radyr to Pontypridd
 Drawing Title
 GELYNIS FARM OVERBRIDGE
 GENERAL ARRANGEMENT
 AND ELEVATION

Designed	C. Taylor	Signed	Designed by eSign	Date	16/10/20
Drawn	J. Bellenger	Signed	Drawn by eSign	Date	29/09/20
Checked	L. Simson	Signed	Checked by eSign	Date	15/10/20
Approved	---	Signed	Approved by eSign	Date	---
Scale	AS SHOWN	ECRS Message	CAM 6M 16ch	From	To

Alternative Reference: Sheet
 Drawing Number: TRAN01-KAW-R0-R2P-DDR-D-ST-000021
 Revision: P01



NOTES

- Do not scale from drawing.

KEY

- River Taff
- Existing Pedestrian Footbridge
- M4 Motorway
- Proposed Access Road incorporating Public Right of Way
- Proposed Earthworks
- Footway Over Bridge
- CVL Railway Line
- Proposed Concrete Wingwalls and Bridge Deck
- Proposed Parapet Plinth
- Proposed Parapet (see Structures drawings)
- Proposed Vehicle Restraint System
- Proposed Post & 3-Rail Fenceline
- Proposed Replacement Railway Boundary Fencing
- Exact location, extents and specification to be provided at a later date by third party, FJD
- Proposed positions of outfall structures

Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
P02	21/10/20	Axis comments addressed				

Initial non-contractural code SO

TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES

KEOLIS amey

Authorised	Authorised by	Signed	Date
		Authorised by eSign	Authorised Date

Contractor(s) KeolisAmey	
Sub-Asset TRAN01	
Type CAD drawings	Sub-Type DDR
Role D	Sub-Role HW
Location Zone R2P	Plan of Work Stage D

TRAN01 - CVL Transformation

Route Section Group
Route Section Group 0

Route Section
Ryader to Pontypridd

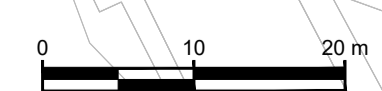
Drawing Title
**Gelynis Farm Overbridge
General Arrangement**

Designed	SH	Signed	SH	Date	15/10/20
Drawn	RC	Signed	RC	Date	15/10/20
Checked	ML	Signed	ML	Date	15/10/20
Approved	OG	Signed	OG	Date	15/10/20

Scale(s)	1:500	ELR & Mileage	From	6M 16ch	To	6m 16ch
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Alternative Reference		Sheet	1
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Drawing Number	TRAN01-KAW-R0-R2P-DDR-D-HW-000034	Revision	P02
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LOCAL MEMBER OBJECTION

COMMITTEE DATE: 28/07/2021

APPLICATION No. **21/01295/MNR** APPLICATION DATE: 20/05/2021

ED: **CATHAYS**

APP: TYPE: Full Planning Permission

APPLICANT: Mr Winter
 LOCATION: 76 COBURN STREET, CATHAYS, CARDIFF, CF24 4BT
 PROPOSAL: SINGLE STOREY REAR EXTENSION, DEMOLITION AND REBUILD OF EXISTING FIRST FLOOR EXTENSION, LOFT CONVERSION AND CONSTRUCTION OF REAR DORMER. CHANGE OF USE C3 TO C4 HOUSE IN MULTIPLE OCCUPATION

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

1. C01 Statutory Time Limit
2. The development shall be carried in accordance with the following approved plans:
 - D0518339-76COB-L01 Revision B
 - D0518339-76COB-L02
 - D0518339-76COB-EX03 Revision A

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. Prior to the beneficial use of the property as a C4 HMO 6 undercover and secured cycle parking spaces, as indicated on the submitted plans shall be provided within the curtilage of the property and shall thereafter be retained and maintained for as long as the use hereby permitted remains in existence.

Reason: To ensure that secure cycle parking facilities are provided to encourage other modes of transport over the private car in accordance with Policy T5 of the Cardiff Local Development Plan 2006-2026.

4. Prior to the beneficial use of the property as C4 HMO the refuse storage area, as indicated on the approved site layout plan, shall be provided within the curtilage of the property. The refuse storage area shall thereafter be retained and maintained for as long as the use hereby permitted remains in existence.

Reason: To secure an orderly form of development and to protect the

amenities of the area in accordance with Policy W2 of the Cardiff Local Development Plan 2006-2026.

5. The external surfaces of the rear dormer hereby permitted shall match the materials used on the roof of the existing property.
Reason: To ensure the external materials harmonise with the existing building in the interests of the visual amenity of the area in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.
6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 (or any Order amending, revoking or re-enacting that Order) no windows shall be inserted the side elevation of the extension hereby approved which faces 74 Coburn Street.
Reason: To ensure that the privacy of adjoining occupiers is protected in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.

RECOMMENDATION 2 The applicant be advised that the property may now be licensable under Part 2 of the Housing Act 2004 and in this respect they should contact Shared Regulatory Services on 0300 123 6696 to confirm if a license is required.

RECOMMENDATION 3: That the applicant be advised that no work should take place on or over the neighbour's land without the neighbour's express consent and this planning approval gives no such rights to undertake works on land outside the applicant's ownership.

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 This application seeks planning permission to change the use of the property into a 6 bedroom C4 HMO. In order to facilitate the change of use the existing rear annex is to be demolished and rebuilt together with the inclusion of a ground floor rear extension. A small dormer loft extension is also proposed. The submitted drawings/details provide information regarding the principal matters for consideration as set out in the relevant Supplementary Planning Guidance.
- 1.2 Internally the property accommodates two bedrooms, a kitchen and a lounge on the ground floor; three bedrooms and two shower rooms on the first floor and one bedroom in the converted roofspace.
- 1.3 Externally a rear amenity area of 25 square metres will be provided excluding the area shown for waste storage and cycle storage.
- 1.4 The proposal entails the rebuilding of the rear annex together with the construction of a single storey rear extension approx. 3.5m long, 4.1m wide and 3m high with a flat roof. The proposed rear dormer will be approx. 3.5m wide, 2.8m deep and 1.8m high with a flat roof.

2. **DESCRIPTION OF SITE**

- 2.1 The site comprises a two storey property located within a terrace of two storey properties within the Cathays Ward of Cardiff. The lawful use of the property is as a C3 residential dwelling.

3. **RELEVANT SITE HISTORY**

None

4. **POLICY FRAMEWORK**

- 4.1 The site lies within a residential area as defined by the proposals map of the Cardiff Local Development Plan 2016.

Relevant National Planning Guidance:

Planning Policy Wales (2021)
Future Wales: The National Plan 2040 (2021)
Planning Policy Wales TAN 11: Noise
Planning Policy Wales TAN 12: Design
Planning Policy Wales TAN 15: Development and Flood Risk
Planning Policy Wales TAN 21: Waste

Relevant Cardiff Local Development Plan Policies:

Policy KP3(B): Settlement Boundaries
Policy KP5: Good Quality and Sustainable Design
Policy KP8: Sustainable Transport
Policy KP13: Responding to Evidenced Social Needs
Policy KP15: Climate Change
Policy KP16: Green Infrastructure
Policy EN10: Water Sensitive Design
Policy EN13: Air, Noise, Light Pollution and Contaminated Land
Policy H5: Sub-Division or Conversion of Residential Properties
Policy T5: Managing Transport Impacts
Policy C3: Community Safety/Creating Safe Environments
Policy W2: Provision for Waste Management Facilities in Development

Relevant Supplementary Planning Guidance:

Waste Collection and Storage Facilities (2016)
Houses in Multiple Occupation (2016)
Managing Transportation Impacts (Incorporating Parking Standards) (2018)
Residential Extensions and Alterations (2017)
Green Infrastructure (2017)

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 Waste Management have been consulted and have advised that the proposed area for the storage of waste and recycling has been noted and is acceptable.

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

- Bespoke bags equivalent to 360L for general waste (up to 6 per fortnight)
- 2 x 25 litre kerbside caddy for food waste
- Green bags for mixed recycling (equivalent to 240 litres)

The storage of which must be sensitively integrated into the design.

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

- 5.2 Traffic and Transportation have been consulted and have advised that no off street parking is presently provided and this will remain unchanged. They have also requested a condition be imposed which prevents occupiers (other than disabled persons) from applying for a parking permit.

With respect to cycle parking facilities ideally they would prefer for all of the spaces to be provided horizontally.

6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 South Wales Police have been consulted and have not commented on this planning application.

7. **REPRESENTATIONS**

- 7.1 Neighbours have been consulted. An objection has been received from the occupier of 89 Rhymney Street and 80 Coburn Street. A summary of the objections are as follows:

- An increase in anti-social behaviour due to the increase in HMO's';
- An increase in parking making it difficult for residents to find a parking space;
- There are already too many HMO's within the vicinity (approx. 75%);
- The negative impact on the adjoining neighbours;
- The use of the property will further exacerbate the unacceptable cumulative adverse impacts on the amenity of the area by virtue of a higher number of transient residents, less community cohesion, greater pressures placed upon the social, community and physical infrastructure.

- 7.2 An objection has also been received from Councillors Merry, Weaver and Mackie who advise the following:

I am writing on behalf of myself, Cllr Mackie and Cllr Weaver to object to this planning application.

Firstly we believe the extension is overly large leaving the bare minimum of amenity space of 25.1 metre squared coming between five metres of the rear boundary and longer than the adjoining properties. Each part of the design is about maximising out the profit for the landlord not the comfort of tenants or the surrounding properties – dividing existing bedrooms, dividing the bathroom for two showers, squeezing part of the bike parking into the hall so that the amenity area can just reach the bare minimum. On a personal level I am deeply saddened that a landlord who has acquired so many properties in Cathays has shown such lack of concern for the area.

The argument put forward by the applicant is that we are going against our own LDP and allowing our SPG on HMO's to "make policy" and that it is about achieving a ban on further HMO's in Cathays through the back door. This is a misrepresentation of our LDP to argue it is essentially permissive – our LDP does recognise that there is a place for HMO's but clearly recognises the cumulative impact of too many within an area. The SPG for HMO's lies down guidelines for the standards expected, for example in terms of amenity space, but then also recognises the cumulative impact of too many HMO's in an area and gives guidance to interpret the policy laid down in the LDP.

Our evidence base about the cumulative impact of HMO's was very clear, as was the similar evidence base gathered by the Welsh Government when they changed planning rules and again the UK government went through a similar process. The impact of too many HMO's in an area are undeniable – waste issues, noise, and the breakdown of communities. Coburn Street has some long standing families who are in despair at seeing the stripping out of the last family homes in the area. In fact one of the families was told by a Cathays landlord that their intention was to buy up every single family home in the street.

I know there has been an argument by a planning inspector on another property that there are so many HMO's within the area that more makes no difference. That shows a complete misunderstanding of streets with a number of family homes in them – further conversions has an even greater impact than the addition of a HMO in a street with few of them. No one wants to be the last family left in a street so each further conversion means that the remaining residents reconsider their own position. It is the permanent residents who report the waste issues, the broken lamp post, the potholes and without them the street scene deteriorates further. They will provide information and support as students move in and out – when waste day is, where they get green bags. When the council put the evidence base together for the planning guidance it should not need to be constantly reiterated.

Anyone knows the issues we face in Cathays with waste and noise. It has been graphically illustrated over the last few weeks in newspaper articles. Recent planning decisions are also stoking local anger and are helping to break down community relations further as residents will publicly state that they believe they are being deliberately driven out – there has been arguments on social media and community WhatsApp groups. We are quite simply at breaking point as landlords constantly seek to max out their profits by fitting more tenants into

what were small, modest family homes. Under the Future Generations Act the council has a very clear legal duty to protect our communities and build up cohesive communities.

It is not the case that we don't know the impact of HMO's in an area – we do, and it is recognised too by the Welsh Government and the UK government. We also know that continuing to add to the density of the number of residents living in an area will inevitably cause more waste, noise issues – it is not debateable.

These are also some of the least green streets in Wales – there are no front gardens with the houses straight on to the street, no trees, and the loss of even more outdoor space in the rear gardens just increases pressure further. This is important for all residents, students and non-student, tenant of home owner – there is a benefit to everyone of being part of a community but you need a number of permanent residents to maintain it. Please don't undermine our own policy on HMO's and allow our communities to be weakened further

- 7.3 A further objection has also been received from Councillors Merry, Weaver and Mackie

Further to our previous objection to these two planning applications we would like to add additional information in the form of a recent appeal for 54 Bedford Street where the planning inspector stated the following:

“The prevalence of drawn curtains in ground floor front windows suggested a relatively high incidence of HMOs on Bedford Street, and I saw evidence of problems commonly associated with clusters of HMOs, including a notable amount of litter in places.”

“In short, my site observations corroborate the parties' statistics regarding the local prevalence of HMOs, and I saw nothing to refute the SPG's advice that the incidence of HMOs in the vicinity of the appeal site has passed a tipping point whereby its character and amenity may be adversely affected by further conversions of single family dwellings to HMOs.”

The planning inspector accepted the issues associated with too many HMO's within an area and as attention has previously been focussed on judgements where the inspector has ruled in a contrary fashion the judgement on the Bedford Street application seems relevant.

8. **ANALYSIS**

- 8.1 This application seeks planning permission to convert the property into a six bedroom C4 HMO together with the demolition and rebuilding of the rear annex, a ground floor rear extension and a dormer roof extension. As Use Class C4 allows for tenanted living accommodation occupied by between three and six people, who are not related and who share one or more basic amenities as their only or main residence, the main issue for this application is the impact the change of use will have on the character of the area, the community and the living conditions of future occupiers of the property together.

8.2 **Policy Considerations** - In respect of the conversion of the property to C4 HMO Policy H5 of the adopted LDP is considered relevant. Further guidance can also be found in the adopted HMO SPG.

8.3 Policy H5 of the LDP is considered to be a prescriptive policy whereby as long as the relevant criteria is met there is unlikely to be any objection to such proposals. It advises that:

“Proposals for any conversion to flats or Houses in Multiple Occupation will be permitted where:

- i. The property is of a size whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.*
- ii. There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking.*
- iii. The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.*
- iv. Does not have an adverse effect on local parking provision.”*

8.4 The approved Supplementary Planning Guidance on HMO's further expands on this Policy and aims to provide background information on, and provide a rationale for how the Council will assess applications for planning permission to create new C4 and *Sui Generis* HMOs. It aims to identify the threshold at which it is deemed that the concentration of HMOs in an area has reached a level considered to adversely impact upon the community. It is recognised that HMOs can provide an important source of housing and it is recognised that demographic change has driven many of the changes that have seen traditional family homes become HMOs. HMOs are a popular accommodation source for many groups, including students, young professionals, migrant workers and often people on lower incomes.

However, concentrations of HMOs clustered in small geographical areas can detract from the character of the area and actively contribute towards a number of perceived problems, including, but not limited to:

- Increased population density, leading to greater demand for infrastructure, such as waste collections and on-street parking.
- Higher proportion of transient residents, potentially leading to less community cohesion, undermining existing community facilities
- Areas of higher HMO concentrations becoming less popular with local residents, with many properties taken out of the owner-occupier market.
- A proliferation of properties vacant at certain points of the year
- Subsequent impact on crime, local centre viability, as a result of the number of properties temporarily vacant for long periods.

It is considered that this may conflict with policy KP13 of the LDP which aims to improve the quality of life for all.

Having identified some of the issues caused by HMOs the Council considered it was necessary to determine a threshold at which new HMOs may cause harm to a local area. This threshold will resist further HMOs in communities that already have a concentration above this limit, while also controlling the growth of HMOs in communities below this threshold. A two-tier threshold will therefore be applied to determine when an area has reached the point at which further HMOs would cause harm. In Cathays and Plasnewydd the figure of 20% is to be applied and in all other wards, the figure of 10% is to be applied.

This means that within Cathays or Plasnewydd, if more than 20% of the dwellings within a 50m radius of the proposed HMO are already established HMOs (i.e. either C4 or sui generis in Planning terms) then this development would be considered unacceptable. In other wards the figure would be 10%.

Having regard to the “cumulative impact” of such conversions in respect of this application, an analysis has been made on the extent of HMO’s (including those defined as such under Sections 254 to 259 of the Housing Act 2004) against the threshold limits identified above. As the application site is located within the Cathays Ward of Cardiff a 20% threshold limit will be relevant. There are 48 properties (including flats which are also classed as residential accommodation) within a 50m radius of the application site of which 33 are registered as HMO’s which equates to 69%. As this exceeds the 20% threshold then it is considered that the proposal would trigger the active consideration of negative cumulative impact consequences.

However, it should be noted that with such a large percentage of HMO’s within the area, it is considered that the character of the area is now primarily HMO’s. Criterion iii of Policy H5 states *“The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.”* If the character of the area is now considered to be HMO’s then this must surely be a key consideration. It should also be noted that 3 appeals in Coburn Street (13, 15 and 48) were recently allowed on appeal against the Council’s refusal to grant planning permission to convert these properties from C3 residential dwellings into C4 HMO’s. An award of costs was also made against the Council in respect of two of these applications. In respect of cumulative impact it was found that within a 50m radius of the application sites; 13 Coburn Street was 78%, 15 Coburn Street was 78% and 48 Coburn Street was 74.5%. It should be noted that the Council has lost 20 of the 25 appeals against the conversion of properties into HMO’s with costs being awarded on 9 occasions on the basis that the Council’s decision was unreasonable.

In respect of cumulative impact generally where the appeals have been allowed the percentage figure has been circa 63% or higher. The Planning Inspectorate who processed the appeals have considered that in allowing appeals in higher density areas such use is an inherent feature of the area and additional development of this nature would have no adverse impacts.

The Council must give due consideration to the significant number of appeal

decisions in respect of the matter of cumulative impact and its effect upon the amenity and/or character of the area. Failure to do so would be improper and may ultimately result in increasing cases of the award of costs against the Council where appeals are allowed. In this instance taking into account the current cumulative impact of 69% and the recent planning appeal decisions which must form a material consideration it is considered that notwithstanding the guidance set out in the HMO SPG a refusal on Policy grounds where the density of HMO's exceeds 65% cannot be justified.

- 8.5 **Room Sizes** – The Cardiff HMO Licensing Fire & Safety Standards (updated in 2014) sets standards in terms of amenity, space standards and facilities which must be adhered to in order to obtain a License from the Council. From a planning perspective, paragraph 6.1.1 of the adopted HMO SPG identifies that this would be the minimum that would be expected to be achieved for all applications for both C4 HMO's and larger sui generis HMO's. Having had regard to this criteria the submitted plans indicate that these standards would be met.
- 8.6 **Waste** – Policy W2 of the Cardiff Local Development Plan seeks to ensure that adequate provision is made for waste management facilities within new developments, in order to aid the Council in meeting the challenging waste recycling targets set by European and National targets. Facilities provided should be secure, unobtrusive and easily assessable.

The adopted Waste Collection and Storage Facilities SPG supplements policies adopted in the LDP relating to the provision of waste management facilities in new development. Paragraph 4.12 of the approved SPG on Waste Collection and Storage Facilities advises that for HMO's the recommended bin allocation for between 6 & 8 residents is as follows :-

1 x 240L bin for general waste
1 x 240L bin for garden waste (if required)
2 x 25L bins for food waste
Green bags for recycling.

Details of waste provision have been submitted as part of this application. Waste Management have confirmed that the submitted details are acceptable and condition 4 has been imposed accordingly.

- 8.7 **Transportation** – Policy KP8 of the LDP seeks to reduce travel demand and dependence on the car. It identifies that to accommodate the planned growth levels predicted for the city, existing and future residents will need to be far less reliant on the private car and seeks to ensure that more everyday journeys are undertaken by sustainable modes of transport. Policy T5 of the LDP also identifies that all new development for which planning permission is required will contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives of the LDP.

The creation of a HMO in this sustainable location is considered to fundamentally accord with the principles of sustainable design, locating places

to live within walking distance of local amenities, public transport links and places of work. It would therefore intrinsically accord with the principles of sustainable transport and the promotion of a 50/50 modal split, as promoted by Policy KP8, as occupiers would not be reliant upon the private car as a mode of transport. The creation of bicycle parking spaces for occupiers of dwellings is considered an essential element in promoting sustainability and achieving the modal split. The Managing Transport Impacts (Incorporating Parking Standards) (2018) SPG identifies that a C4 HMO will require a minimum of 1 cycle parking space per bedroom. As the proposal is for a 6 bedroom HMO then 6 cycle parking spaces will be required.

In respect of cycle parking the applicant has submitted details showing the provision of 6 undercover and secure cycle parking spaces. 3 are to be provided vertically in the hallway and 3 are to be provided horizontally within the rear garden. Whilst it is noted that only 50% of the cycle spaces to be provided are horizontal it is considered that it would not be feasible to have 100% horizontal cycle parking spaces in this instance without compromising the internal layout and the level of accommodation provided. The spaces provided are therefore considered acceptable and condition 3 has been imposed accordingly.

In respect of car parking the Managing Transport Impacts (Incorporating Parking Standards) (2018) SPG identifies that a C4 HMO will require between zero and one off street car parking space to be policy compliant. The application does not propose any off street car parking spaces which is in accordance with the aims and objectives of both the LDP and SPG in seeking to reduce dependence on the private motor vehicle.

- 8.8 **Amenity Space** – Criterion i) of Policy H5 of the LDP advises that planning permission will be granted where *“The property is of a size whereby the ...external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.”* This is further reinforced by the HMO SPG which advises that amenity space is important in retaining a quality of life for people living within the dwelling. Paragraph 6.3.2 of the SPG states *“The City of Cardiff Council has typically used the figure of 25m² as the minimum expected external useable amenity space for C3 dwellings, i.e. for those dwellings up to 6 persons. This level should also apply to C4 properties. Each additional person would be expected to have 2.5m². As such, for example, the minimum expected for a 7 bed HMO would be 27.5m² of external amenity space. Each additional person should result in a corresponding increase of 2.5m². Useable amenity space is considered to be at least 1.4m wide, enabling storage and access.”*

In respect of amenity space as the application seeks permission for to change the use of the property to a C4 HMO then 25 square metres will be required. Having undertaken an assessment of the property a private rear amenity space of approximately 25 square metres will be available for occupiers to use in addition to provision for bin and cycle storage facilities. As the minimum amenity space requirement as specified in the HMO SPG will be 25 square metres the proposal is therefore considered acceptable when considered

against the HMO SPG.

- 8.9 **Rebuilding rear annex and proposed ground floor rear extension** – The rebuilding of the rear annex will be no bigger than that which exists already and is acceptable. In respect of the ground floor rear extension, which is approximately 3.5m in length, this is also considered acceptable in regards to its scale and design and will provide a subservient addition to the dwelling. It will also provide for a better internal living arrangement for future occupiers. It is not considered that the ground floor extension will result in any undue overlooking and will not reduce the size of the rear garden to such an extent that it will be unusable. It should also be noted that an extension of 4m in length in and no wider than the rear annex in this location would be Permitted Development and would not require the benefit of planning permission.
- 8.10 **Rear dormer roof extension** – The dormer is to be set up the roof slope and finished in hanging slate to match the existing roof covering in line with advice contained within the Residential Extensions and Alterations SPG. It should also be noted that a dormer of this size could presently be built using existing Permitted Development rights and did not therefore have to be included in this planning application.
- 8.11 **Objections** – In respect of the objections the following should be noted:

Anti-social behaviour – This would be a matter for the Police or the Noise Pollution Section of Share Regulatory Services to deal with;

Increase in parking demands – This is covered in 8.7 of this report;

There are already too many HMO's in the vicinity – This is covered in paragraphs 8.2 - 8.4 of this report;

Increase in cumulative impact - This is covered in paragraphs 8.2 - 8.4 of this report;

Size of amenity space – The amenity space meets with the minimum size of 25 sq metres as per the HMO SPG;

Appeal decisions – The comment in respect of 54 Bedford Street is noted. However in this instance the threshold was 27%. The Planning Inspector who considered the appeal advised “The appellant estimates the current proportion of HMOs within 50m of the appeal site as being 23.8%, against the Council's estimate of 27%. Both evidently exceed the threshold, but not to such an extent that HMOs have become the dominant form of housing in the immediate area.” In this instance the threshold is 69%.

9. **OTHER CONSIDERATIONS**

- 9.1 **Crime and Disorder Act 1998** – Section 17(1) of the Crime and Disorder Act 1998 imposes 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.
- 9.3 **Well-Being of Future Generations Act 2015** – 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.

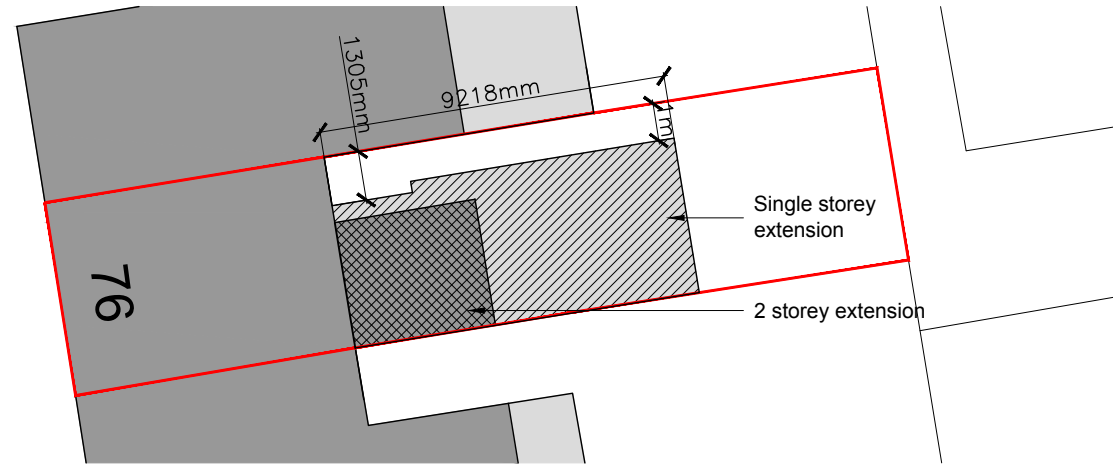
10. **RECOMMENDATION**

- 10.1 The Council is mindful of the current climate with respect to the amount of HMO’s within the City and that there are concerns that a proliferation of such uses can undermine the character of an area to the detriment of local residents.

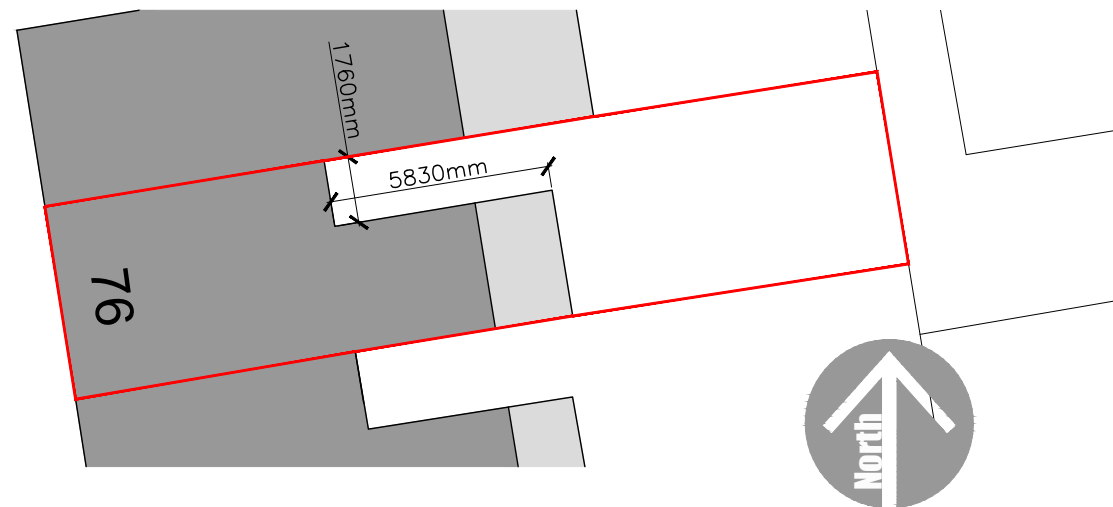
In respect of this application it should be noted that the Courts have identified the importance of consistent decision-making and that previous appeal decisions are therefore a material planning consideration. In light of this and the fact that there is a high percentage of HMO’s within the vicinity (69% of properties within a 50m radius of the application site are registered HMO’s) the Council is satisfied that the proposal complies with Policy H5 of the Cardiff Local Development Plan 2026-2026 and advice contained within the HMO’s Supplementary Planning Guidance as mentioned previously in this report.

Having taken all of the relevant factors into consideration it is concluded that in this particular instance there are no grounds to justify a refusal of this application and it is therefore recommended that planning permission be granted, subject to conditions.

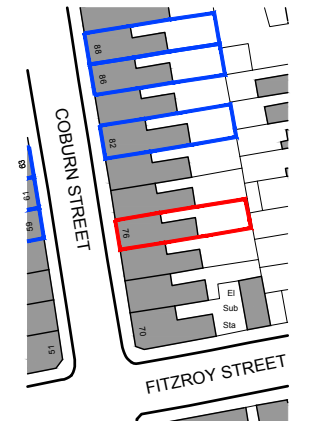
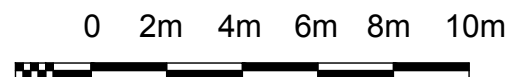
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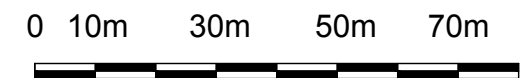
Proposed Site Plan
 scale 1:200



Existing Site Plan
 scale 1:200



Location Plan
 scale 1:1250



REV A 18.05.21
 Cut back extension by 350mm

RIBA  **arb**
 Chartered Practice

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Project:
 SITE PLANS

Drawn: AM Checked: Date: APR 21

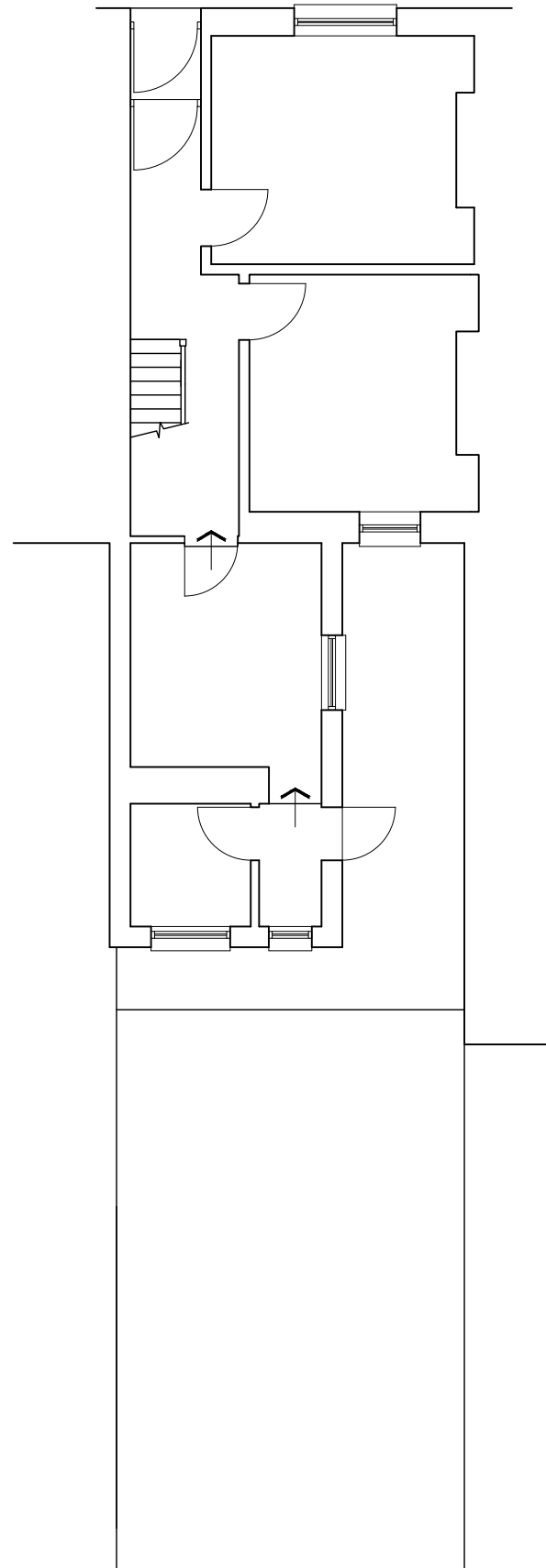
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Revision: **A**

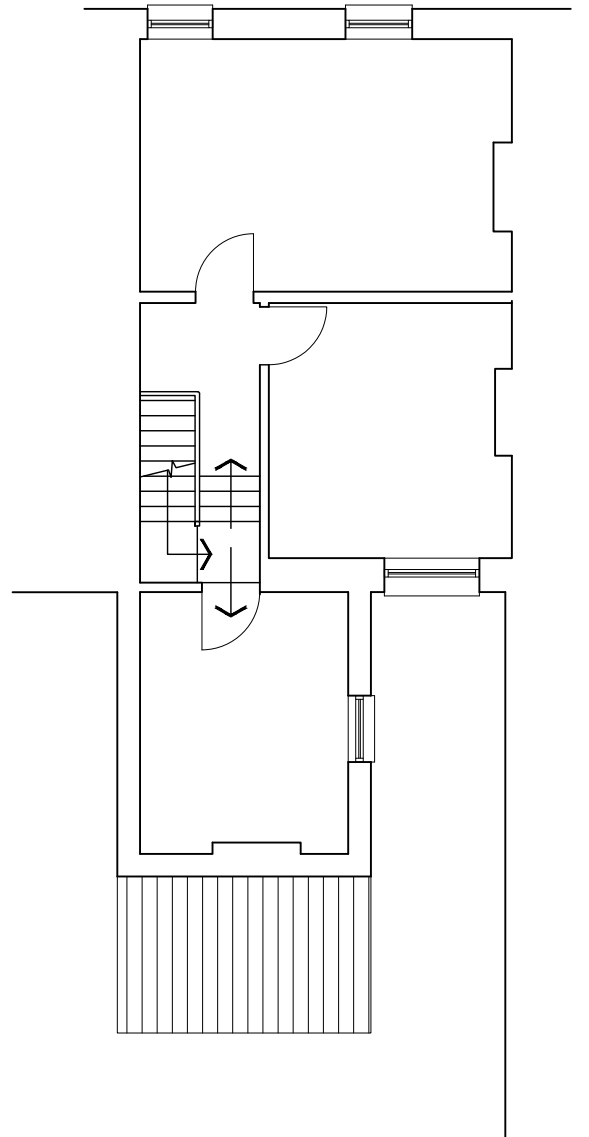
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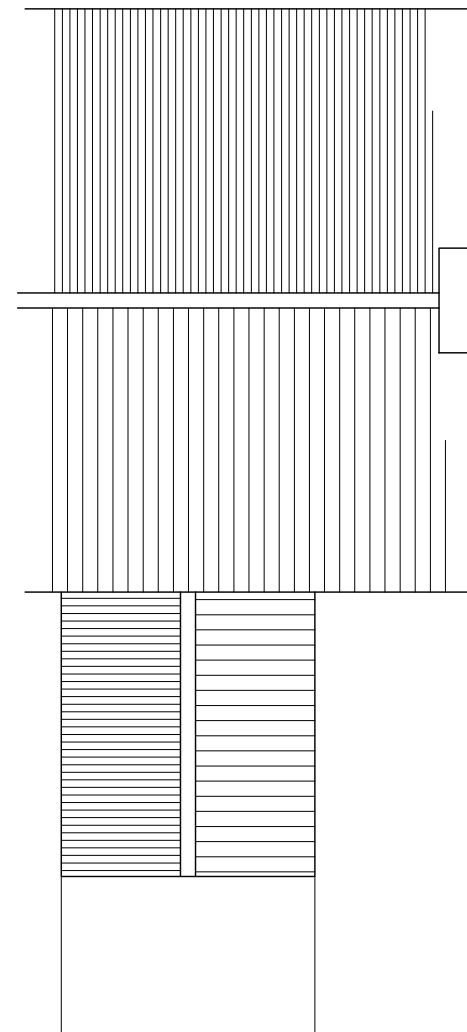
Existing First Floor

scale 1:100



Existing Roof Plan

scale 1:100



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PLANS**

Drawn: AM Checked: Date: APR 21

Scale: 1:100 Drawing Size: A3

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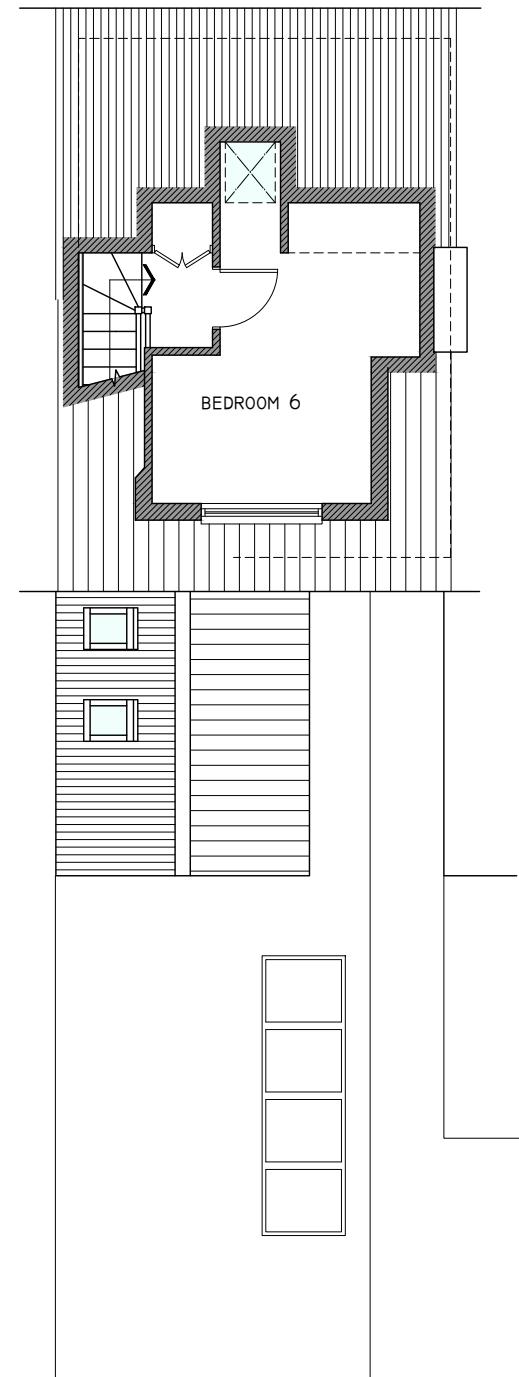
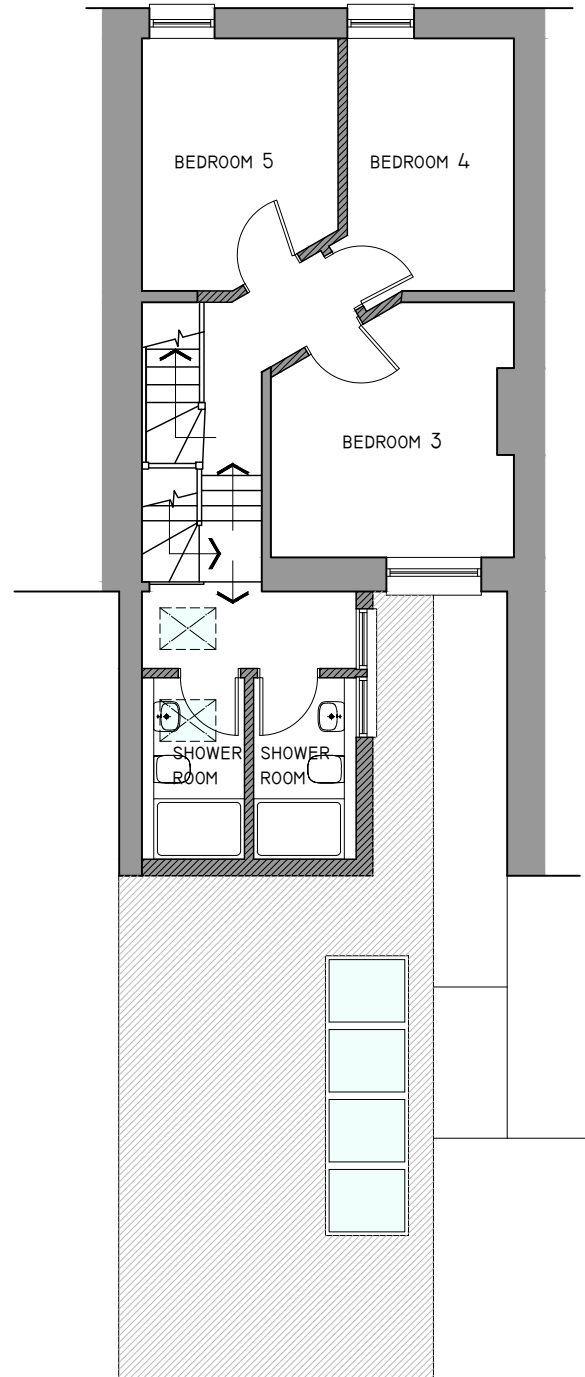
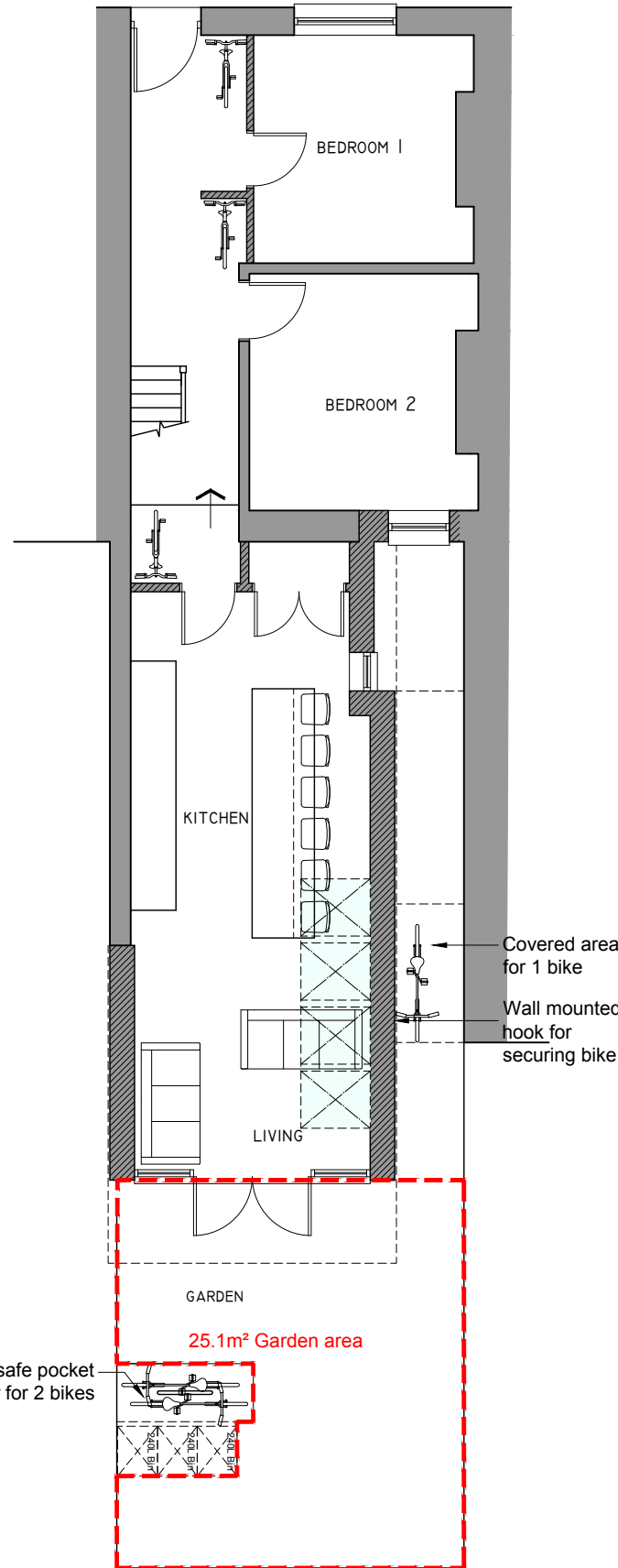
Revision: -

Proposed Ground Floor
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Proposed First Floor
scale 1:100

Proposed Second Floor Plan
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PedalPro Large Wall Mount Bike Handlebar Hook 1 or 2 number.
Approved method of hanging bike on walls from application 20/00130/MNR

REV A 18.05.21
Addition of bike stand and cut back extension by 350mm
REV B 16.07.21
Addition of bike hook detail

RIBA **arb**
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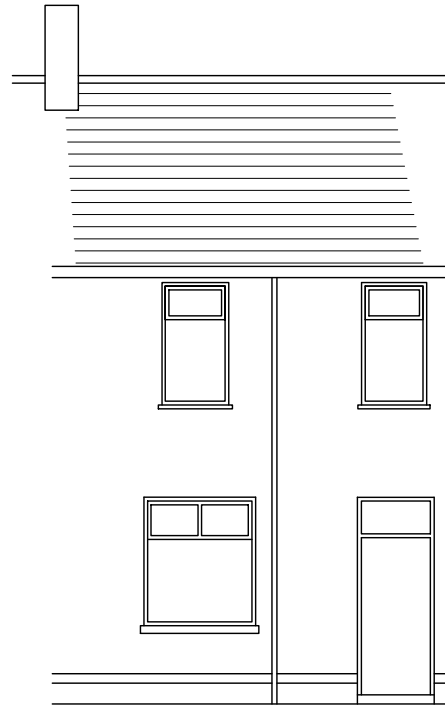
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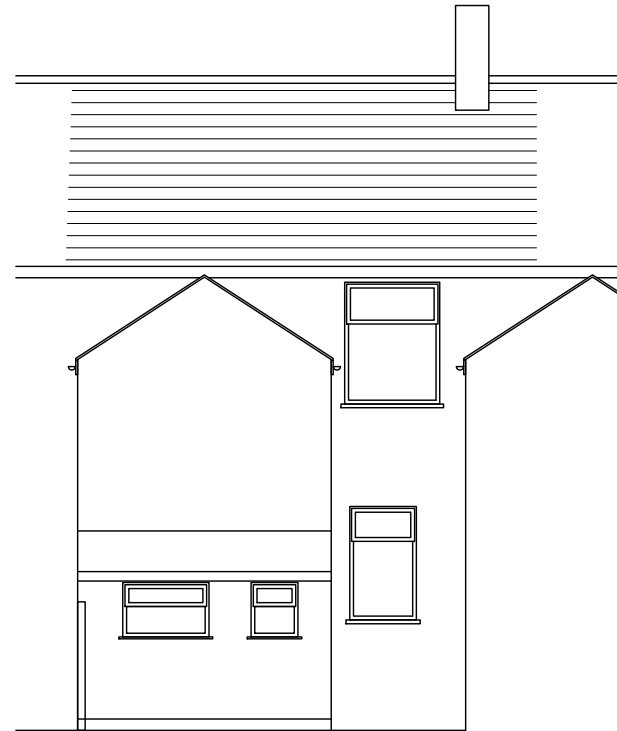
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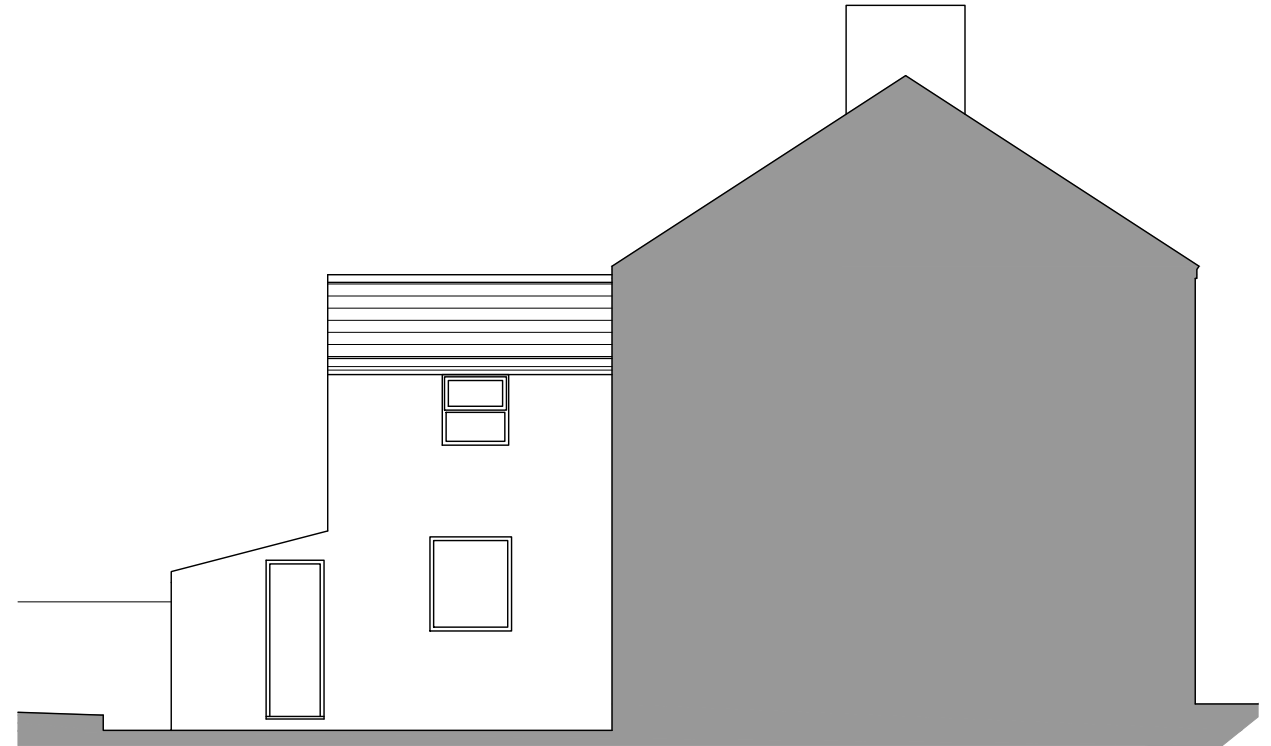




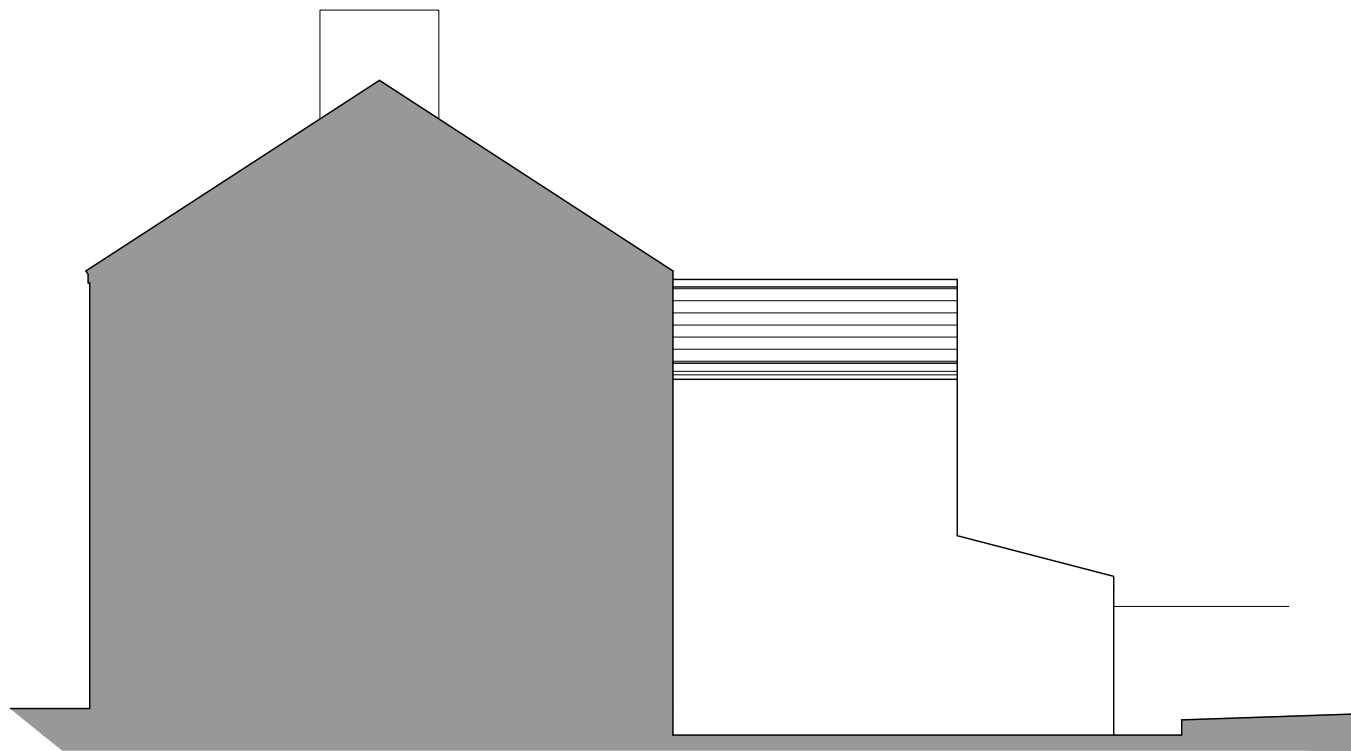
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Existing Rear Elevation
scale 1:100



Existing Side Elevation
scale 1:100



Existing Side Elevation
scale 1:100

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Project:
**PROPOSED
SECTIONS AND ELEVATIONS**

Drawn: AM Checked: Date: APR 21

Scale: 1:100 Drawing Size: A3

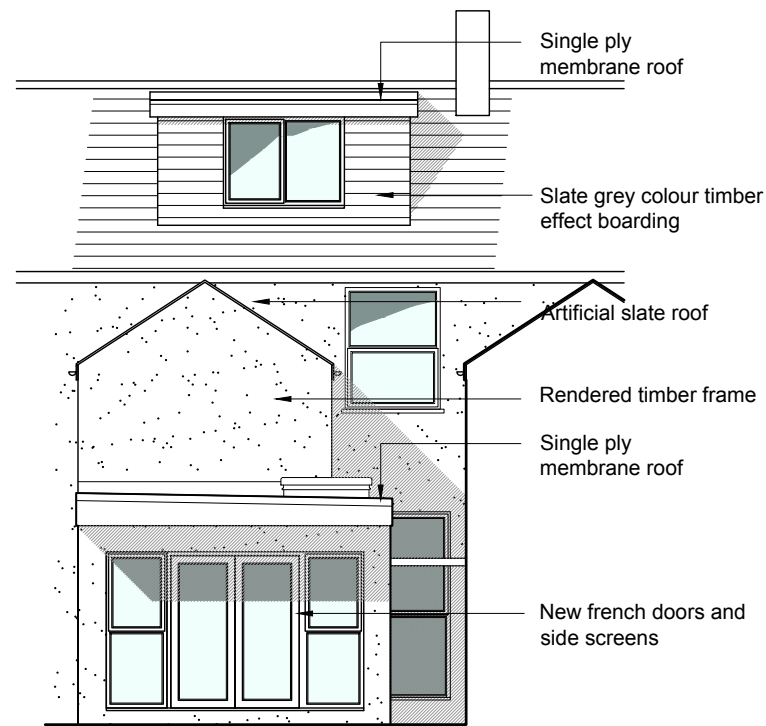
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Revision: -



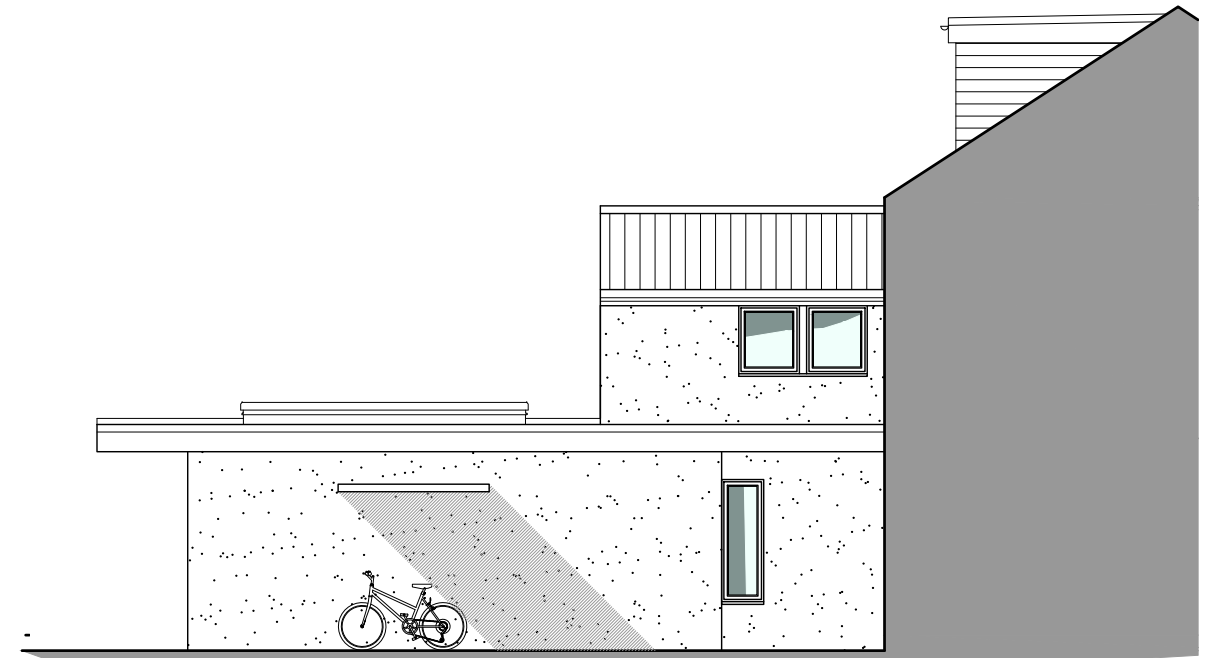
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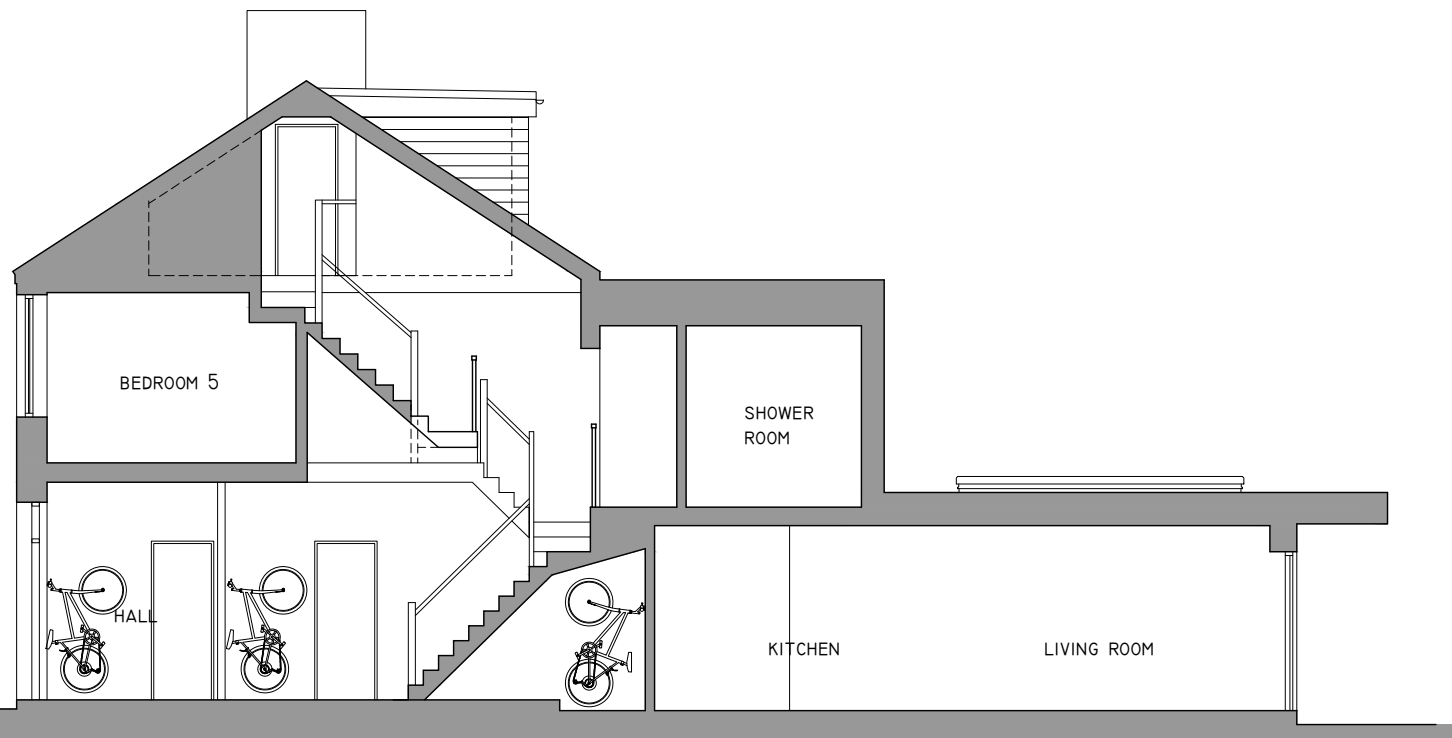
Proposed Rear Elevation

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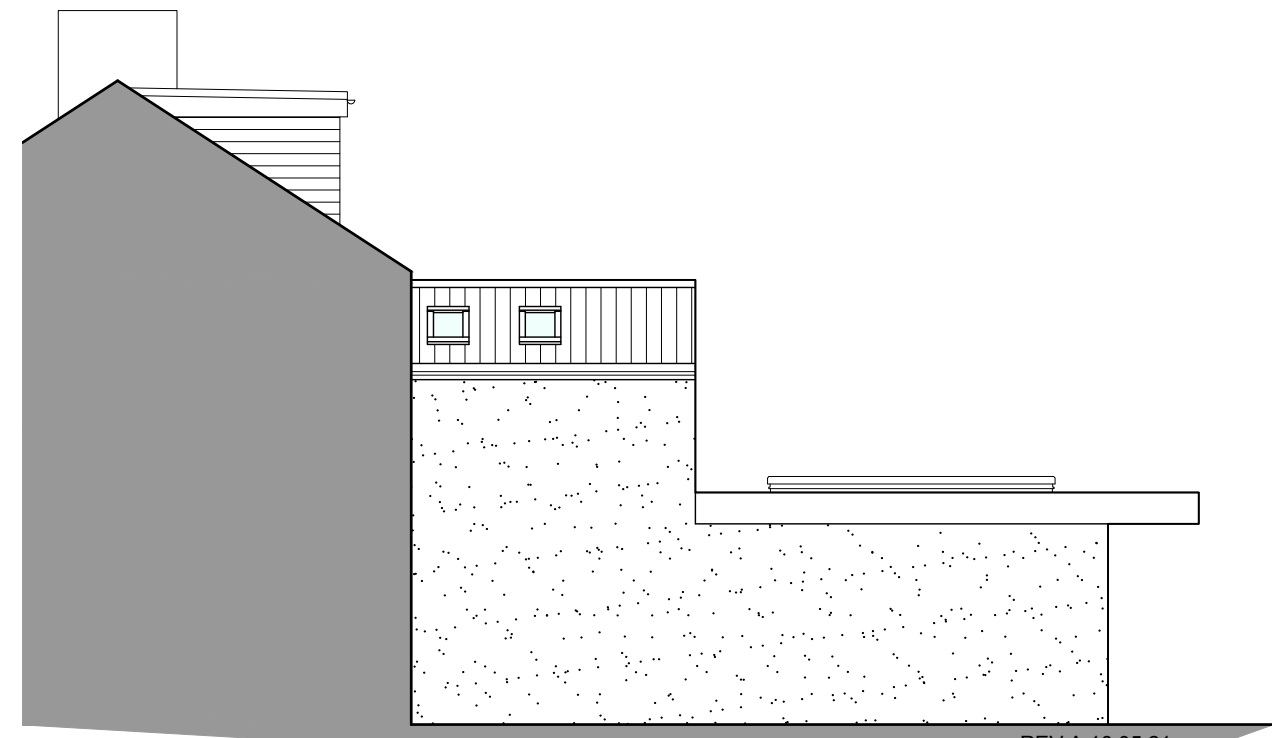
Proposed Side Elevation

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Proposed Section

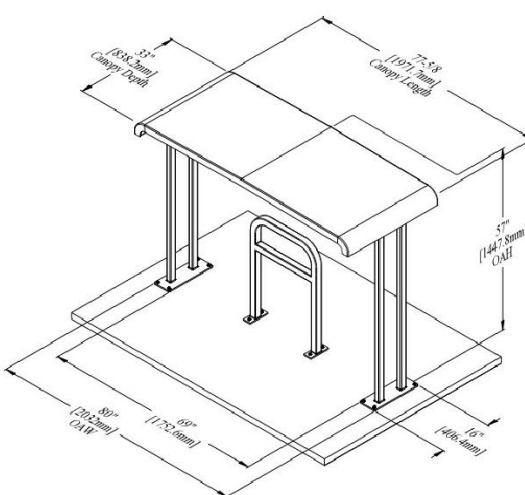
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Proposed Side Elevation

scale 1:100

REV A 18.05.21
Addition of bike stand and cut back extension by 350mm



0 1m 2m 3m 4m 5m



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Chartered Practice

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SECTIONS AND ELEVATIONS**

Drawn: AM Checked: Date: APR 21

Scale: 1:100 Drawing Size: A3

Drawing No: D0518339-76COB-L02

Revision: **A**

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LOCAL MEMBER OBJECTION

COMMITTEE DATE: 28/07/2021

APPLICATION No. **21/00644/MNR** APPLICATION DATE: 16/03/2021ED: **CATHAYS**

APP: TYPE: Full Planning Permission

APPLICANT: Mr Winter

LOCATION: 82 COBURN STREET, CATHAYS, CARDIFF, CF24 4BT
 PROPOSAL: SINGLE STOREY REAR EXTENSION, DEMOLITION AND REBUILD OF EXISTING FIRST FLOOR EXTENSION, LOFT CONVERSION AND CONSTRUCTION OF REAR DORMER. CHANGE OF USE C3 TO C4 HOUSE IN MULTIPLE OCCUPATION

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

1. C01 Statutory Time Limit
2. The development shall be carried out in accordance with the following approved plans:
 - 1120464 –L01 Rev D – Proposed Plan
 - 1120464- L02 Rev D – Proposed Sections and Elevations
 - 1120464- L03 Rev B – Site and Location Plan

Reason: To ensure satisfactory completion of the development and for the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system.

3. Prior to the beneficial use of the property as a C4 HMO 6 undercover and secured cycle parking spaces, as indicated on the submitted plans shall be provided within the curtilage of the property and shall thereafter be retained and maintained for as long as the use hereby permitted remains in existence.

Reason: To ensure that secure cycle parking facilities are provided to encourage other modes of transport over the private car in accordance with Policy T5 of the Cardiff Local Development Plan 2006-2026.

4. Prior to the beneficial occupation of the C4 House of Multiple Occupation hereby approved, the areas indicated as being allocated for bin storage shall be provided to accommodate general waste, recycling and food waste as shown on the approved plans. These areas shall be retained for the storage of refuse thereafter.

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.

5. The external surfaces of the rear dormer hereby permitted shall match the materials used on the roof of the existing property.
Reason: To ensure the external materials harmonise with the existing building in the interests of the visual amenity of the area in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.
6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 (or any Order amending, revoking or re-enacting that Order) no windows shall be inserted the side elevation of the extension hereby approved which faces 80 Coburn Street.
Reason: To ensure that the privacy of adjoining occupiers is protected in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.

RECOMMENDATION 2 The applicant be advised that the property may now be licensable under Part 2 of the Housing Act 2004 and in this respect they should contact Shared Regulatory Services on 0300 123 6696 to confirm if a license is required

RECOMMENDATION 2: That the applicant be advised that no work should take place on or over the neighbour's land without the neighbour's express consent and this planning approval gives no such rights to undertake works on land outside the applicants' ownership.

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 This application seeks planning permission to convert the property from a C3 Dwellinghouse to a C4 House of Multiple Occupation. In order to facilitate the change of use the existing rear annex is to be demolished and rebuilt together with the inclusion of a ground floor rear extension. A rear dormer loft extension is also proposed. The submitted drawings/details provide information regarding the principal matters for consideration as set out in the relevant Supplementary Planning Guidance
- 1.2 Internally the property accommodates two bedroom a kitchen/living area on the ground floor; three bedrooms and two shower rooms on the first floor and a bedroom in the converted roof-space.
- 1.3 Externally a private amenity space of approximately 25 square metres will be provided excluding the area shown for waste storage and cycle storage.
- 1.4 The proposal entails the rebuilding of the rear annex, including the construction of an amended single storey rear extension, approx. 3.4 long, 4.1m wide and 3m high with a flat roof. The proposed rear dormer is to be approx. 3.5m wide, 2.8m deep and 1.8m high with a flat roof.

2. DESCRIPTION OF SITE

- 2.1 The site comprises a terraced property located within a street of terraced properties within the Cathays Ward of Cardiff. The lawful use of the property is a C3 residential dwelling.
- 2.2 The site is not within a Conservation Area or area of Flood Risk

3. PLANNING HISTORY

- 3.1 20/2265/DCH – Single storey rear extension, demolition and rebuild of existing first floor extension and rear dormer roof extension. Withdrawn
- 3.2 20/00130/MNR – Conversion of 3 bedroom house into 2 self-contained flats, demolition and reconstruction of existing rear extensions. Approved
- 3.3 19/02518/MNR – Conversion of 3 bedroom house into 2 self-contained flats, demolition and reconstruction of existing rear extension. Refused.

4. POLICIES OF PARTICULAR RELEVANCE

- 4.1 The site lies within a residential area as defined by the proposals map of the Cardiff Local Development Plan 2006-2026.

4.2 Relevant National Planning Guidance:

Future Wales: The National Plan 2040 (2021)
Planning Policy Wales (11th Ed, 2021)
Planning Policy Wales TAN 11: Noise
Planning Policy Wales TAN 12: Design
Planning Policy Wales TAN 21: Waste

4.3.1 Relevant Cardiff Local Development Plan Policies:

Policy KP3(B): Settlement Boundaries
Policy KP5: Good Quality and Sustainable Design
Policy KP8: Sustainable Transport
Policy KP13: Responding to Evidenced Social Needs
Policy KP15: Climate Change
Policy KP16: Green Infrastructure
Policy EN10: Water Sensitive Design
Policy EN13: Air, Noise, Light Pollution and Contaminated Land
Policy H5: Sub-Division or Conversion of Residential Properties
Policy T5: Managing Transport Impacts
Policy C3: Community Safety/Creating Safe Environments
Policy W2: Provision for Waste Management Facilities in Development

4.4 Relevant Supplementary Planning Guidance:

Waste Collection and Storage Facilities (2016)
Houses in Multiple Occupation (2016)
Residential Extensions & Alterations (2017)
Managing Transportation Impacts (Incorporating Parking Standards) (2018)
Green Infrastructure (2017)

5. **INTERNAL CONSULTEE RESPONSES**

5.1 The Operational Manager (Transportation), no objections to amended proposal. The provision of internal cycle storage as shown is considered acceptable in the circumstances.

5.2 The Operational Manager, Waste Management, have advised;

The proposed storage area at the rear of the property has been noted and is acceptable.

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

- Bespoke bags equivalent to 240L for general waste (4 bags)
- 1 x 25 litre kerbside caddy for food waste
- Green bags for mixed recycling

The storage of which must be sensitively integrated into the design.

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

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 South Wales Police have been consulted and have not commented on this planning application.

7. **REPRESENTATIONS**

7.1 Neighbours have been notified, one email has been received from the occupier of 80 Coburn Street, objecting for the below summarised reasons;

- i) Loss of light
- ii) Loss of privacy
- iii) Inadequate access within property for people with disabilities
- iv) Some cycle storage is internal against the guidance within the SPG
- v) Parking problems
- vi) Number of HMO's within a 50m radius exceeds the 20% limit stated within the SPG as having a number of impacts on area including; loss of character, reduction in environmental quality, noise increase, anti-social behavior, pressure on car parking, pressure on local services, loss of standard of living.

7.2.1 Cllrs Mackie, Merry and Weaver, object for the following reasons;

- i) That it goes against our policy laid out in our SPG on HMO's of controlling HMO's due to the impact of an over concentration in an area. The arguments on this have been well rehearsed and are laid down as evidence base in research by the Welsh Government and by the council.
- ii) That the extension is unneighbourly and will impact on the amenity of the adjoining properties due to the size and width of the extension, including its proximity to the boundary wall. There is clear tunneling on the rear ground floor room too of the property itself which will have a very poor outlook, compounded by the bike storage. We would argue that this would breach KP5 of the LDP in terms of quality accommodation and the guidance on outlook in our guidance for HMO's. The landlord has argued that because a conversion for flats was allowed the application should prove non-controversial but there is clearly separate guidance for HMO's and flats. Previous judgements have also showed the inspector placing a higher priority on outlook for bedrooms for HMO's than flats as in a HMO they generally also operate as a living room as it is the only private space for a resident. An application for a HMO on May Street was turned down on outlook we believe.
- iii) We also believe that the bike storage does not meet the required standards. Firstly some of the provision is using wall mounted racks. We are clear that bike parking should be provided for each bedroom – provision that not all tenants could use is not acceptable. It requires a degree of physical strength to use a rack like this and we also believe that if the council accepts these as sufficient then we may also be breaching equality laws. 6.5.2 of our spg on HMO's is clear that storage should be external and not in communal halls. Three of the bike storage places are also provided at the side of the property in the narrow return. We do not believe that this is acceptable as it would not be possible for the bikes to be accessed independently – the bike storage clearly has to be appropriate and usable to be in line with our guidance. If I have read the plans correctly the return is only a metre wide therefore for anyone to access a bike other than the closest one they would have to manoeuvre one bike past another. The ideal width of handlebars for a road bike is 36-48 centimeters whereas a mountain bike is around 74 cm and a hybrid bike between the two. While accepting handlebars might be angled round this would impact on the alignment of the wheels – I do not accept that an individual, who would also need room to pass down the return, could easily, if at all, access any bike but the closest one. If we accept substandard bike storage our spg becomes redundant if the storage cannot actually be used by the tenants.

7.2.2 Jo Stevens, Member of Parliament, objects for the following reasons;

- i) The use of the property as a House in Multiple Occupation will further

exacerbate the unacceptable cumulative adverse impacts on the amenities of the area by:

- contributing to a higher number of transient residents leading towards less community cohesion and undermining the objectives of securing a sustainable mixed use community, contrary to Policy KP5 (Good Quality and Sustainable Design) and H5 (Sub-Division or Conversion of Residential Properties of the Cardiff Local Development Plan (2006-2016) and the Houses in Multiple Occupation Supplementary Planning Guidance (2016);
 - contributing to a higher portion of transient residents leading to an increase of cumulative demand on social, community and physical infrastructure, contrary to Policy KP5 (Good Quality and Sustainable Design) and H5 (Sub-Division or Conversion of Residential Properties of the Cardiff Local Development Plan (2006- 2016) and the Houses in Multiple Occupation Supplementary Planning Guidance (2016).
- ii) The use of the property as a House in Multiple Occupation will further exacerbate the negative impacts caused by Houses in Multiple Occupation in respect of crime and anti-social behaviour, contrary to Policy H5 (Sub-Division or Conversion of Residential Properties of the Cardiff Local Development Plan (2006-2016) and the Houses in Multiple Occupation Supplementary Planning Guidance (2016).

8. **ANALYSIS**

8.1 This application seeks planning permission to convert the property into a six bedroom C4 HMO together with the demolition and rebuilding of the rear annex, a ground floor rear extension and a dormer roof extension. As Use Class C4 allows for tenanted living accommodation occupied by between three and six people, who are not related and who share one or more basic amenities as their only or main residence, the main issue for this application is the impact the change of use will have on the character of the area, the community and the living conditions of future occupiers of the property together.

8.2 **Policy Considerations** - In respect of the conversion of the property to a C4 HMO Policy H5 of the adopted LDP is considered relevant. Further guidance can also be found in the adopted HMO SPG

8.3 Policy H5 of the LDP is considered to be a prescriptive policy whereby as long as the relevant criteria is met there is unlikely to be any objection to such proposals. It advises that:

“Proposals for any conversion to flats or Houses in Multiple Occupation will be permitted where:

i. The property is of a size whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.

ii. There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking.

iii. The cumulative impact of such conversions will not adversely affect the

amenity and/or the character of the area.

iv. Does not have an adverse effect on local parking provision.”

- 8.4 The approved Supplementary Planning Guidance on HMO's further expands on this Policy and aims to provide background information on, and provide a rationale for how the Council will assess applications for planning permission to create new C4 and *Sui Generis* HMOs. It aims to identify the threshold at which it is deemed that the concentration of HMOs in an area has reached a level considered to adversely impact upon the community. It is recognised that HMOs can provide an important source of housing and it is recognised that demographic change has driven many of the changes that have seen traditional family homes become HMOs. HMOs are a popular accommodation source for many groups, including students, young professionals, migrant workers and often people on lower incomes.

However, concentrations of HMOs clustered in small geographical areas can detract from the character of the area and actively contribute towards a number of perceived problems, including, but not limited to:

- Increased population density, leading to greater demand for infrastructure, such as waste collections and on-street parking.
- Higher proportion of transient residents, potentially leading to less community cohesion, undermining existing community facilities
- Areas of higher HMO concentrations becoming less popular with local residents, with many properties taken out of the owner-occupier market.
- A proliferation of properties vacant at certain points of the year
- Subsequent impact on crime, local centre viability, as a result of the number of properties temporarily vacant for long periods.

It is considered that this may conflict with policy KP13 of the LDP which aims to improve the quality of life for all.

Having identified some of the issues caused by HMOs the Council considered it was necessary to determine a threshold at which new HMOs may cause harm to a local area. This threshold will resist further HMOs in communities that already have a concentration above this limit, while also controlling the growth of HMOs in communities below this threshold. A two-tier threshold will therefore be applied to determine when an area has reached the point at which further HMOs would cause harm. In Cathays and Plasnewydd the figure of 20% is to be applied and in all other wards, the figure of 10% is to be applied.

This means that within Cathays or Plasnewydd, if more than 20% of the dwellings within a 50m radius of the proposed HMO are already established HMOs (i.e. either C4 or *sui generis* in Planning terms) then this development would be considered unacceptable. In other wards the figure would be 10%.

Having regard to the “cumulative impact” of such conversions in respect of this application, an analysis has been made on the extent of HMO's (including those defined as such under Sections 254 to 259 of the Housing Act 2004) against the threshold limits identified above. As the application site is located within

the Cathays Ward of Cardiff a 20% threshold limit will be relevant. There are 49 properties (including flats which are also classed as residential accommodation) within a 50m radius of the application site of which 37 are registered as HMO's which equates to approximately 75%. As this exceeds the 20% threshold, then it is considered that the proposal would trigger the active consideration of negative cumulative impact consequences.

However, it should be noted that with such a large percentage of HMO's within the area, it is considered that the character of the area is now primarily HMO's. Criterion iii of Policy H5 states "*The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.*" If the character of the area is now considered to be HMO's then this must surely be a key consideration. It should also be noted that 3 appeals in Coburn Street (13, 15 and 48) were recently allowed on appeal against the Council's refusal to grant planning permission to convert these properties from C3 residential dwellings into C4 HMO's. An award of costs was also made against the Council in respect of two of these applications. In respect of cumulative impact it was found that within a 50m radius of the application sites; 13 Coburn Street was 78%, 15 Coburn Street was 78% and 48 Coburn Street was 74.5%. In total the Council has lost 20 of the 25 appeals against the conversion of properties into HMO's with costs being awarded on 9 occasions on the basis that the Council's decision was unreasonable.

In respect of cumulative impact generally where the appeals have been allowed the percentage figure has been circa 63% or higher. The Planning Inspectorate who processed the appeals have considered that in allowing appeals in higher density areas such use is an inherent feature of the area and additional development of this nature would have no adverse impacts.

The Council must give due consideration to the significant number of appeal decisions in respect of the matter of cumulative impact and its effect upon the amenity and/or character of the area. Failure to do so would be improper and may ultimately result in increasing cases of the award of costs against the Council where appeals are allowed. In this instance taking into account the current cumulative impact of 69% and the recent planning appeal decisions which must form a material consideration it is considered that notwithstanding the guidance set out in the HMO SPG a refusal on Policy grounds where the density of HMO's exceeds 65% cannot be justified.

- 8.5 **Room Sizes** – The Cardiff HMO Licensing Fire & Safety Standards (updated in 2014) sets standards in terms of amenity, space standards and facilities which must be adhered to in order to obtain a License from the Council. From a planning perspective, paragraph 7.4 of the adopted HMO SPG identifies that this would be the minimum that would be expected to be achieved for all applications for both C4 HMO's and larger sui generis HMO's. Having had regard to this criteria the submitted plans indicate that these standards would be met.
- 8.6 **Waste** – Policy W2 of the Cardiff Local Development Plan seeks to ensure that adequate provision is made for waste management facilities within new

developments, in order to aid the Council in meeting the challenging waste recycling targets set by European and National targets. Facilities provided should be secure, unobtrusive and easily assessable.

The adopted Waste Collection and Storage Facilities SPG supplements policies adopted in the LDP relating to the provision of waste management facilities in new development. Paragraph 4.12 of the approved SPG on Waste Collection and Storage Facilities advises that for HMO's the recommended bin allocation for between 6 & 8 residents is as follows :-

1 x 120L bin for general waste
1 x 240L bin for garden waste (if required)
2 x 25L bins for food waste
Green bags for recycling.

Details of waste provision have been submitted as part of this application and are considered acceptable (see condition 4).

- 8.7 **Transportation** - Policy KP8 of the LDP seeks to reduce travel demand and dependence on the car. It identifies that to accommodate the planned growth levels predicted for the city, existing and future residents will need to be far less reliant on the private car and seeks to ensure that more everyday journeys are undertaken by sustainable modes of transport. Policy T5 of the LDP also identifies that all new development for which planning permission is required will contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives of the LDP.

The creation of a HMO in this sustainable location is considered to fundamentally accord with the principles of sustainable design, locating places to live within walking distance of local amenities, public transport links and places of work. It would therefore intrinsically accord with the principles of sustainable transport and the promotion of a 50/50 modal split, as promoted by Policy KP8, as occupiers would not be reliant upon the private car as a mode of transport. The creation of bicycle parking spaces for occupiers of dwellings is considered an essential element in promoting sustainability and achieving the modal split. The Managing Transport Impacts (Incorporating Parking Standards) (2018) SPG identifies that a C4 HMO will require a minimum of 1 cycle parking space per bedroom. As the proposal is for a 6 bedroom HMO then 6 cycle parking spaces will be required.

In respect of cycle parking the applicant has submitted details showing the provision of 6 undercover and secure cycle parking spaces. 3 are to be provided vertically in the hallway and 3 are to be provided horizontally within the rear garden. Whilst it is noted that only 50% of the cycle spaces to be provided are horizontal it is considered that it would not be feasible to have 100% horizontal cycle parking spaces in this instance without compromising the internal layout and the level of accommodation provided. The spaces provided are therefore considered acceptable and condition 3 has been imposed accordingly.

In respect of car parking the Managing Transport Impacts (Incorporating Parking Standards) (2018) SPG identifies that a C4 HMO will require between zero and one off street car parking space to be policy compliant. The application does not propose any off street car parking spaces which is in accordance with the aims and objectives of both the LDP and SPG in seeking to reduce dependence on the private motor vehicle.

- 8.8 **Amenity Space** – Criterion i) of Policy H5 of the LDP advises that planning permission will be granted where “*The property is of a size whereby the ...external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.*” This is further reinforced by the HMO SPG which advises that amenity space is important in retaining a quality of life for people living within the dwelling. Paragraph 6.3.2 of the SPG states “*The City of Cardiff Council has typically used the figure of 25m² as the minimum expected external useable amenity space for C3 dwellings, i.e. for those dwellings up to 6 persons. This level should also apply to C4 properties. Each additional person would be expected to have 2.5m². As such, for example, the minimum expected for a 7 bed HMO would be 27.5m² of external amenity space. Each additional person should result in a corresponding increase of 2.5m². Useable amenity space is considered to be at least 1.4m wide, enabling storage and access.*”

In respect of amenity space as the application seeks permission for to change the use of the property to a C4 HMO then 25 square metres will be required. Having undertaken an assessment of the property a private rear amenity space of approximately 25.1 square metres will be available for occupiers to use (additional to the external provision for bin and cycle storage facilities). As the minimum amenity space requirement as specified in the HMO SPG is 25 square metres the proposal is therefore considered acceptable in respect of amenity space provision, when considered against the requirements of the HMO SPG.

- 8.9 **Rebuilding rear annex and proposed ground floor rear extension** – The rebuilding of the rear annex will be no bigger than that which exists already and is acceptable. In respect of the ground floor rear extension, which is approximately 4.5m in length, this is also considered acceptable in regards to its scale and design and will provide a subservient addition to the dwelling. It will also provide for a better internal living arrangement for future occupiers. It is not considered that the ground floor extension will result in any undue overlooking and will not reduce the size of the rear garden to such an extent that it will be unusable. It should also be noted that an extension of 4m in length in this location would be Permitted Development and would not require the benefit of planning permission.
- 8.10 **Rear dormer roof extension** – The dormer is to be set up the roof slope and finished in hanging slate to match the existing roof covering in line with advice contained within the Residential Extensions and Alterations SPG. It should also be noted that a dormer of this size could presently be built using existing Permitted Development rights and did not therefore have to be included in this planning application.

8.11 In regard to the objections from neighbours received, would comment as follows:

- i) It is not considered that the proposal would have a prejudicial impact upon light to adjacent properties.
- ii) It is not considered that the proposal would have a prejudicial impact upon privacy subject to condition 6.
- iii) The proposed alterations would have to comply with all the relevant disabled access legislation in regard to this type of development.
- iv+v) The Operational Manager, Transportation raises no objections to the proposal and advises the amended cycle storage details are considered acceptable.
- vii) Officers have considered the cumulative impacts of the proposal having regard to Local and National Planning Policy and recent planning appeal decisions (see para 8.4).

8.12 In regard to the objections received from the Ward Councillors, would comment as follows:

- i) In regard to the cumulative impacts of the proposal, it is noted the density of HMOs in the area is 75% and noting previous appeal decisions in regard to similar developments in the area, it is considered in this regard that the proposal be recommended for approval (See para 8.4).
- ii) It considered that the proposed ground floor bedroom would have sufficient daylight available to it and is considered acceptable, noting that other similar proposal for bedrooms have been granted. Would also note that there are other similar extensions within the surrounding area (including no. 84 Coburn Street) and that the dormer could be constructed under permitted development rights. See paras 8.9 + 8.10 above.
- iii) In regard to Cycle storage, the OM, Transportation raises no objections to the proposal. There is considered to be sufficient space within the property to install the cycles and to be able manoeuvre around comfortably. Note that internal cycle storage has been accepted previously on similar developments.

9. **OTHER 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 given due consideration in the determination 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.
Having due regard to advancing equality involves:

Removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these differ from the need of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low. This duty 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 of Future Generations (Wales) Act 2015

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. **RECOMMENDATION**

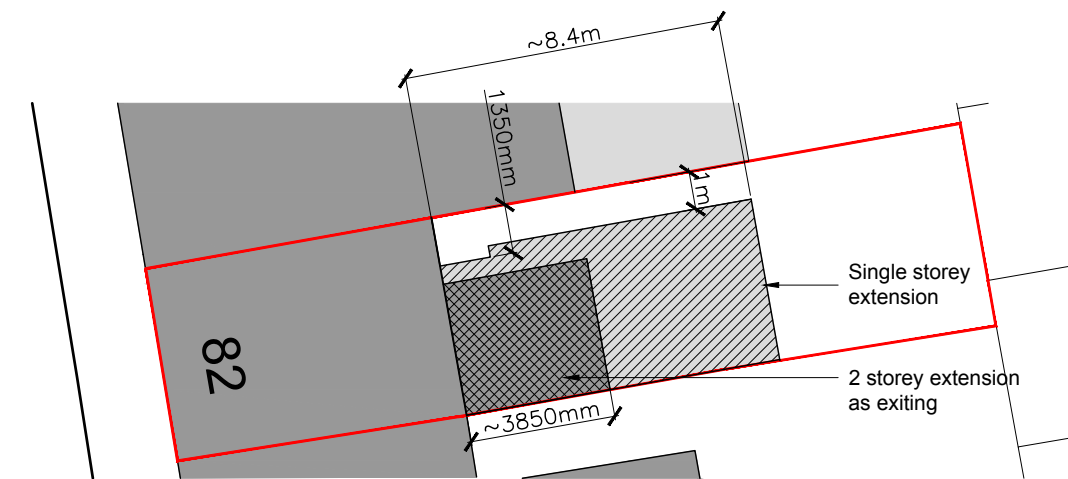
The Council is mindful of the current climate with respect to the amount of HMO's within the City and that there are concerns that a proliferation of such uses can undermine the character of an area to the detriment of local residents.

In respect of this application it should be noted that the Courts have identified the importance of consistent decision-making and that previous appeal decisions are therefore a material planning consideration. In light of this and the fact that there is a high percentage of HMO's within the vicinity (75% of properties within a 50m radius of the application site are registered HMO's) the Council is satisfied that the proposal complies with Policy H5 of the Cardiff Local Development Plan 2026-2026 and advice contained within the HMO's Supplementary Planning Guidance as mentioned previously in this report.

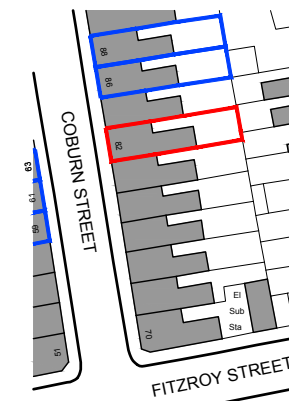
Having taken all of the relevant factors into consideration it is concluded that in this particular instance there are insufficient grounds to refuse this application and it is therefore recommended that planning permission be granted, subject to conditions.

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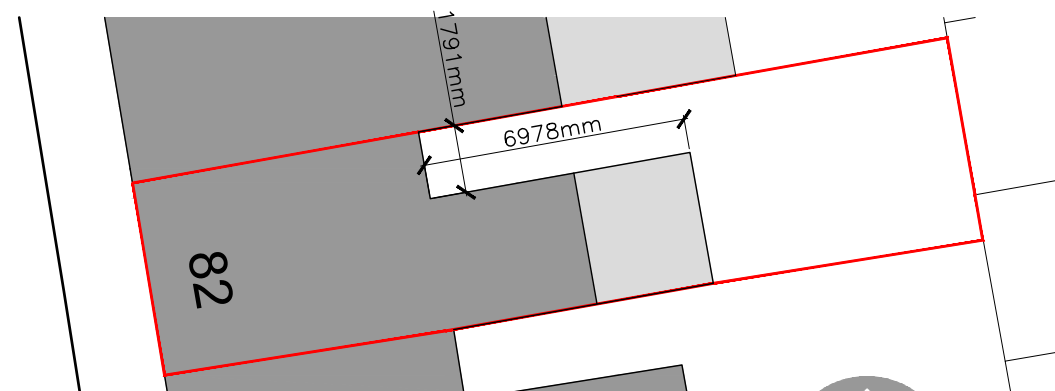
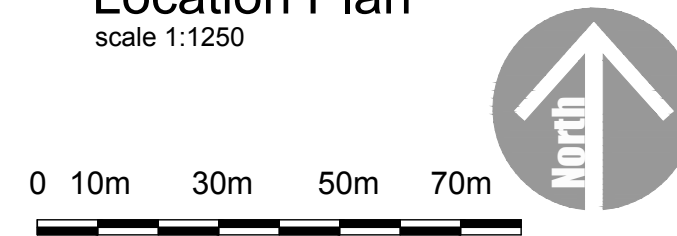
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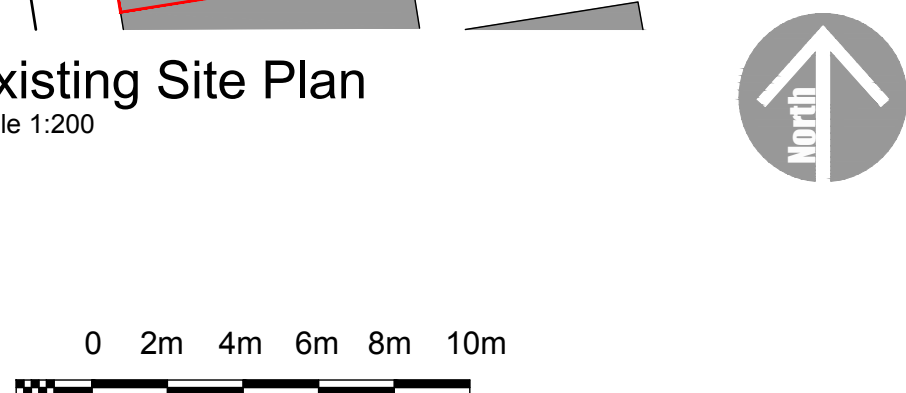
Proposed Site Plan
scale 1:200



Location Plan
scale 1:1250



Existing Site Plan
scale 1:200



REV A 26.02.20
Revised layout to accommodate bins and bike storage
REV B 28.04.21
Revised proposed site plan to match plans

RIBA  **arb**

Chartered Practice

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Client:
MR J WINTER

Location:
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Project:
**SITE AND LOCATION
PLANS**

Drawn: AM Checked: Date: NOV 20

Scale: AS SHOWN Drawing Size: A3

Drawing No: 1120464-L03

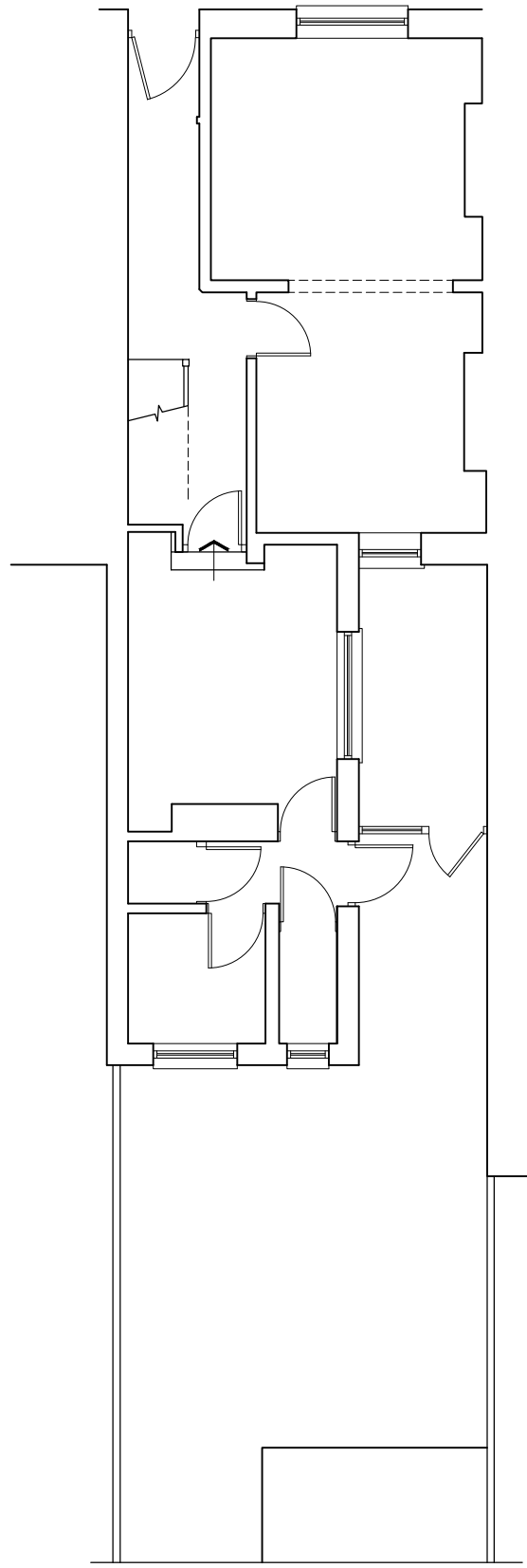
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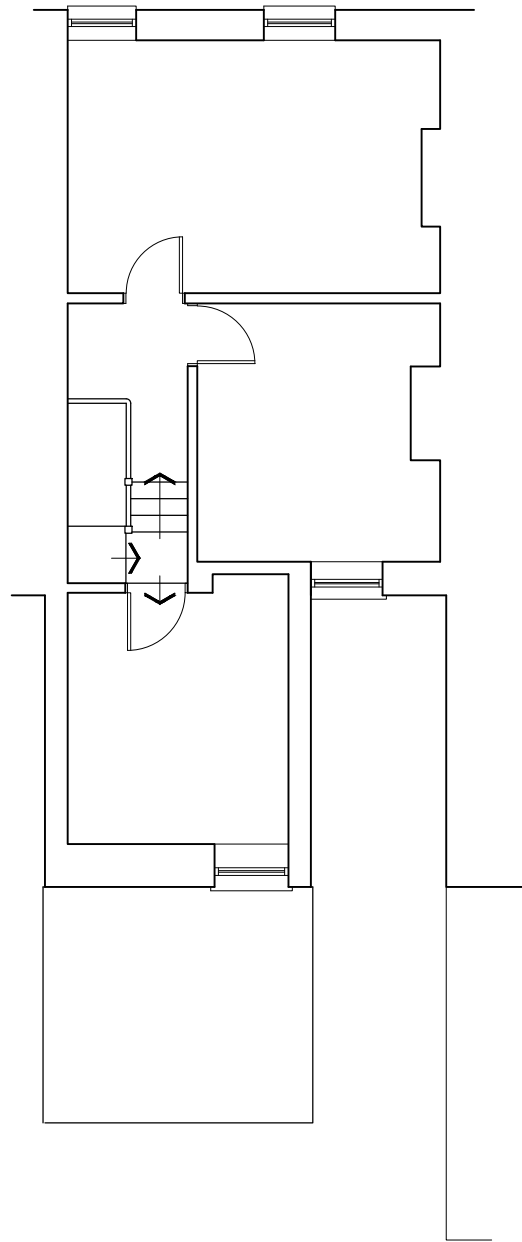
Existing Ground Floor

scale 1:100



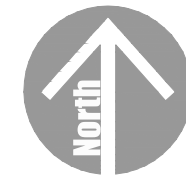
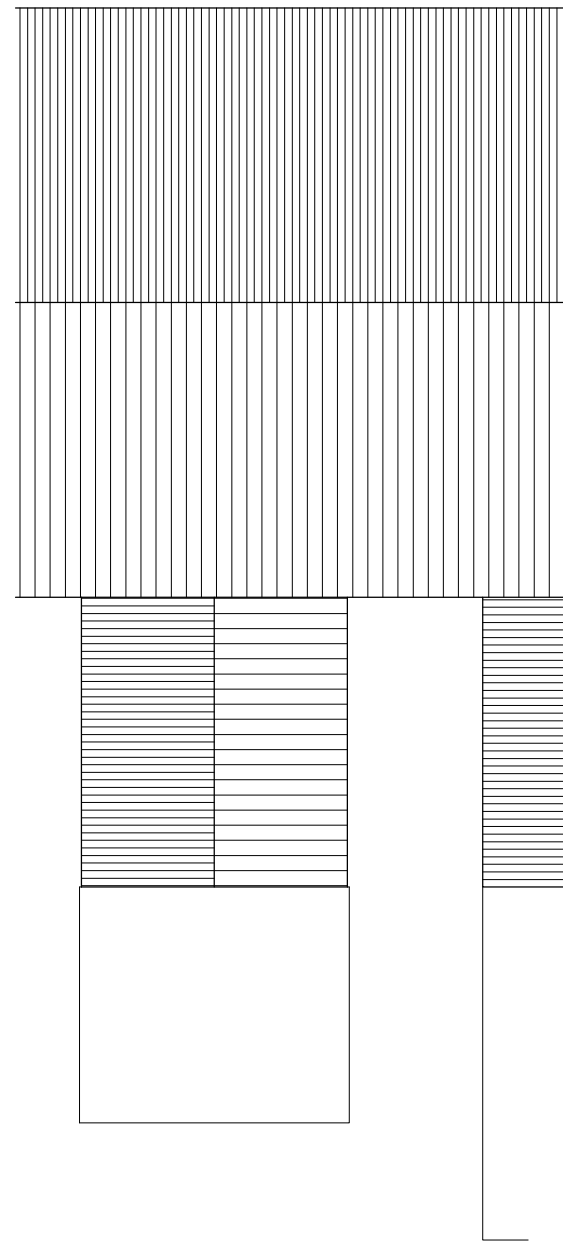
Existing First Floor

scale 1:100



Existing Roof Plan

scale 1:100



Location Plan

scale 1:1250

0 10m 20m 30m 40m 50m



0 1m 2m 3m 4m 5m



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Client
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82 COBURN STREET
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Project:
EXISTING
PLANS

Drawn: AM Checked: Date: SEP 19

Scale: 1:100 Drawing Size: A3

Drawing No: D0518339-82COB-EX01

Revision: -

Proposed Ground Floor

scale 1:100

Proposed First Floor

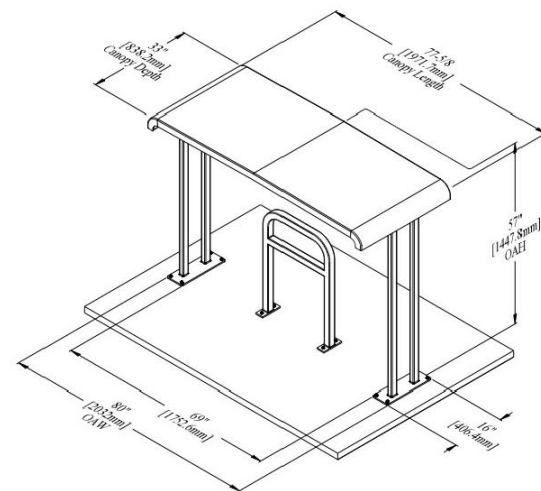
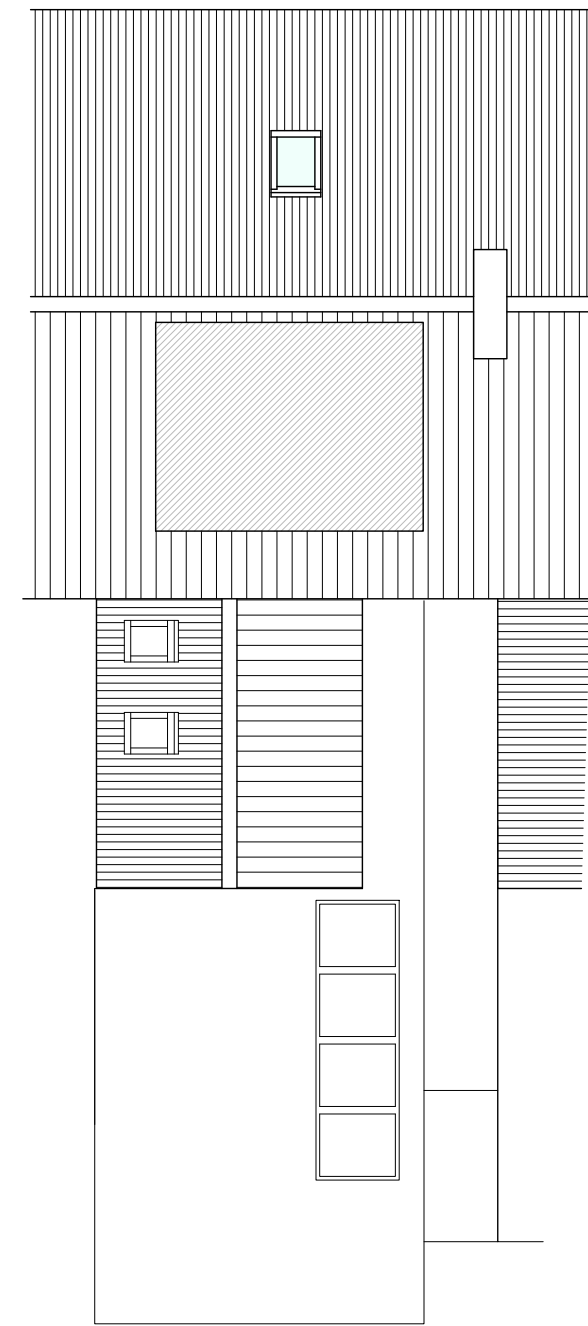
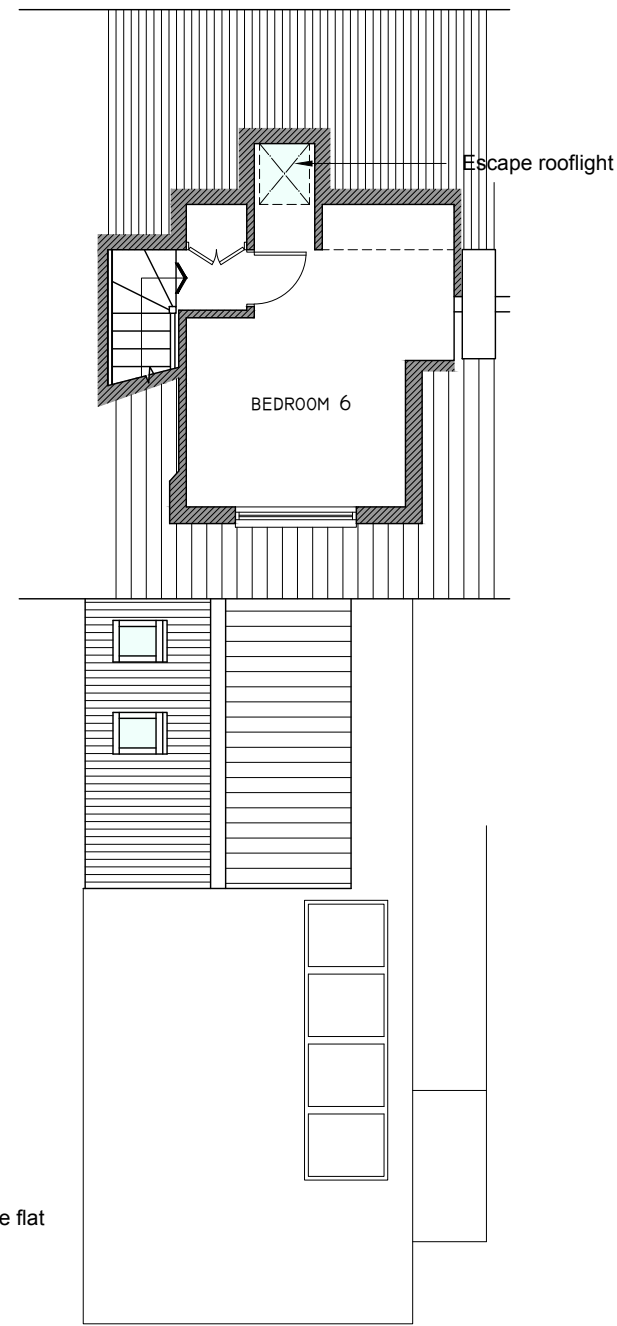
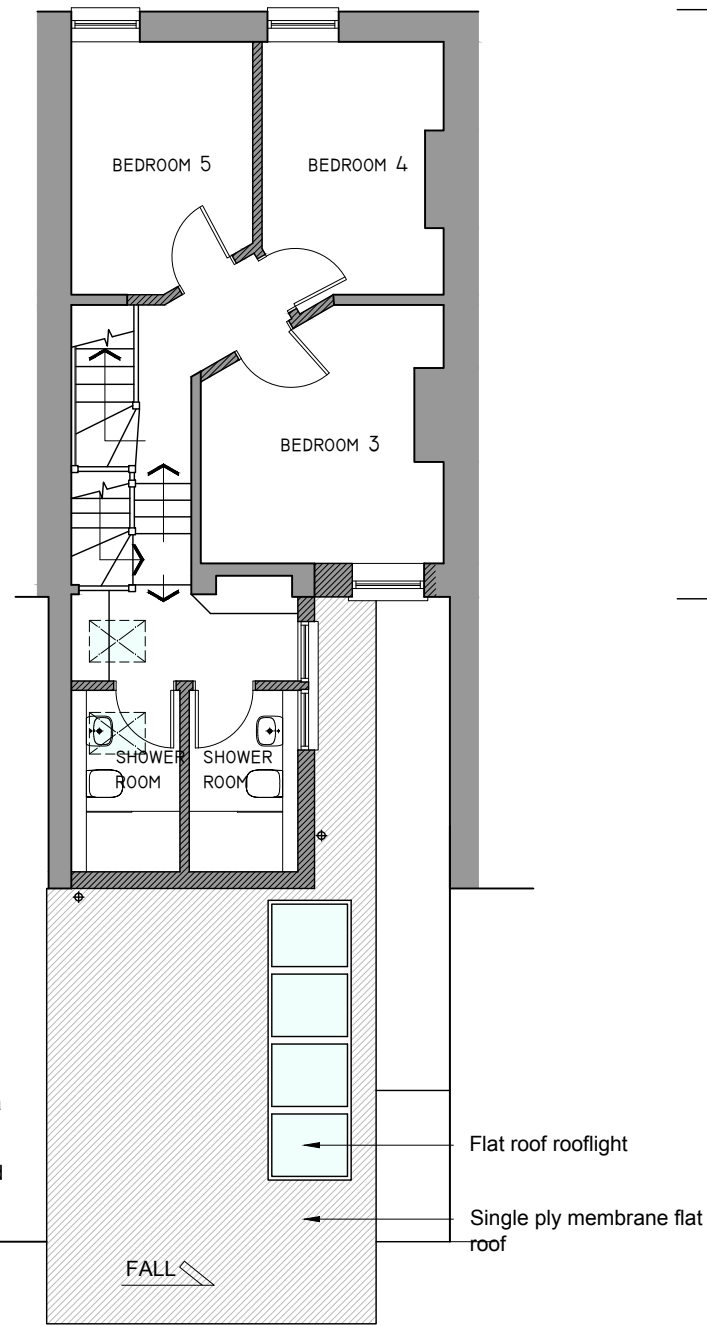
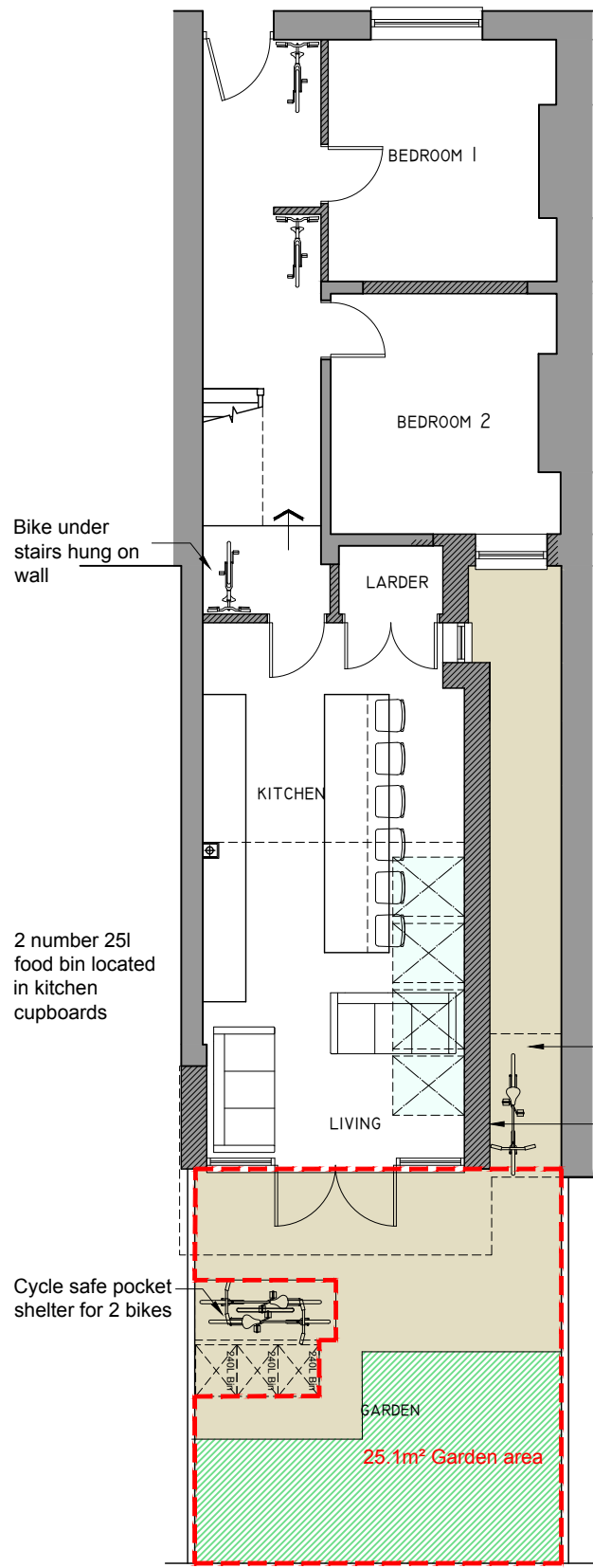
scale 1:100

Proposed Second Floor Plan

scale 1:100

Proposed Roof Plan

scale 1:100



- REV A 26.02.21
- Revised layout to accommodate bins and bike storage
- REV B 26.02.21
- Note about food bin added to drawing
- REV C 11.03.21
- Revised bike cover roof
- REV D 28.04.21
- Revised cycle store

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All levels and dimensions are approximate

RIBA

Chartered Practice

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Client:
MR J WINTER

Location:
82 COBURN STREET
CARDIFF
WALES
CF24 4BT

Project:
PROPOSED
PLANS

Drawn: AM Checked: Date: NOV 20

Scale: 1:100 Drawing Size: A3

Drawing No: 1120464-L01

Revision: **D**

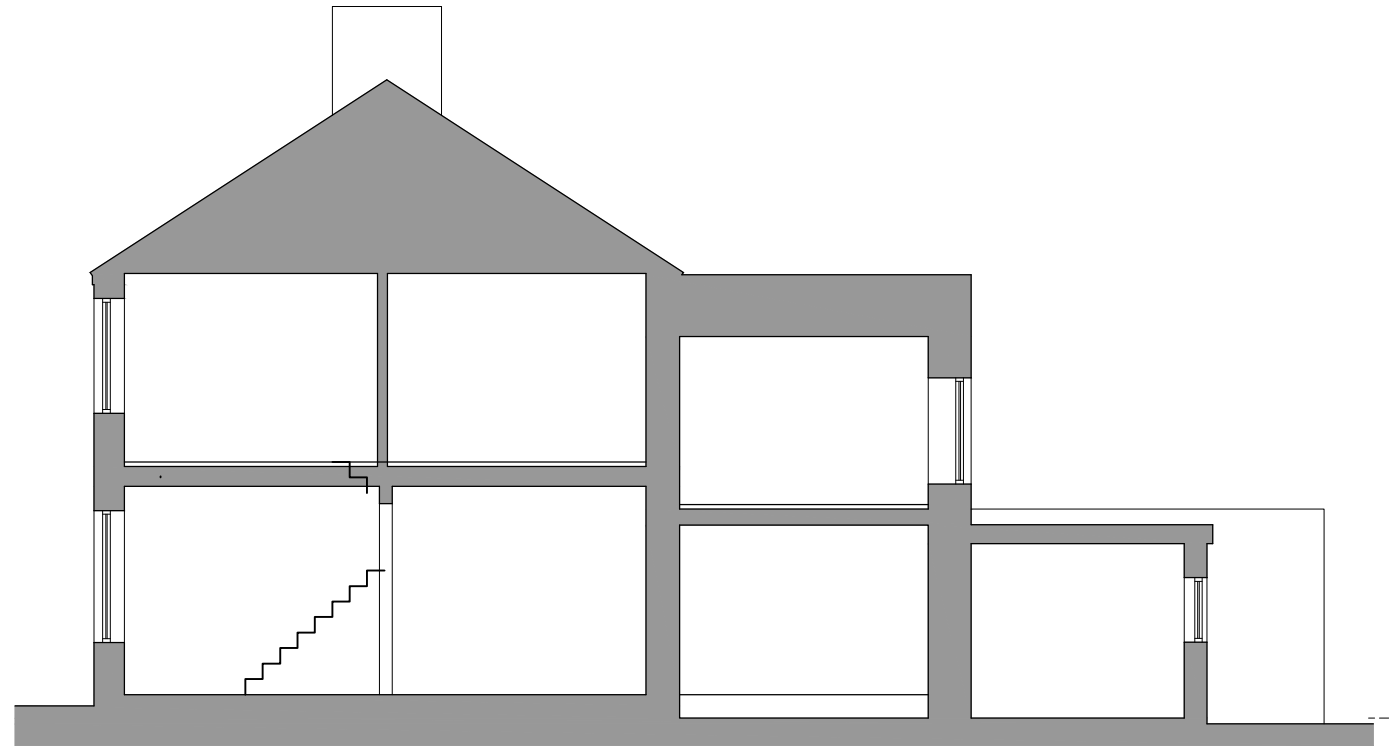
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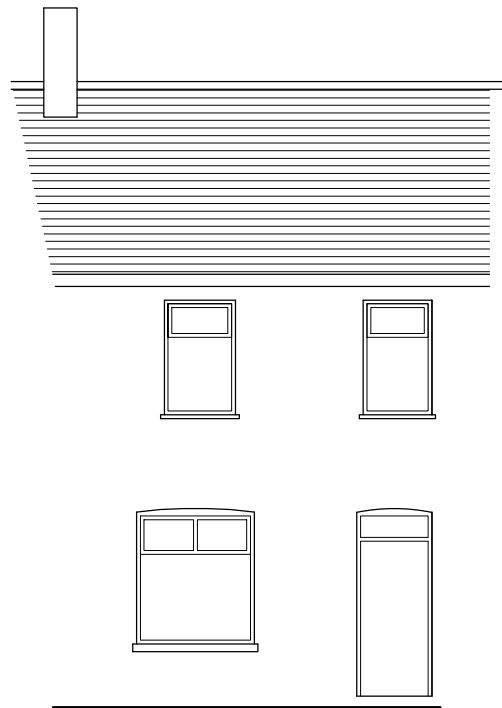
Existing Rear Elevation

scale 1:100



Existing Section

scale 1:100



Existing Front Elevation

scale 1:100



Existing Section

scale 1:100

RIBA  

Chartered Practice

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Client
MR J WINTER

Location
82 COBURN STREET
CARDIFF
WALES
CF24 4BT

Project
EXISTING
ELEVATIONS

Drawn: AM Checked: Date: SEP 19

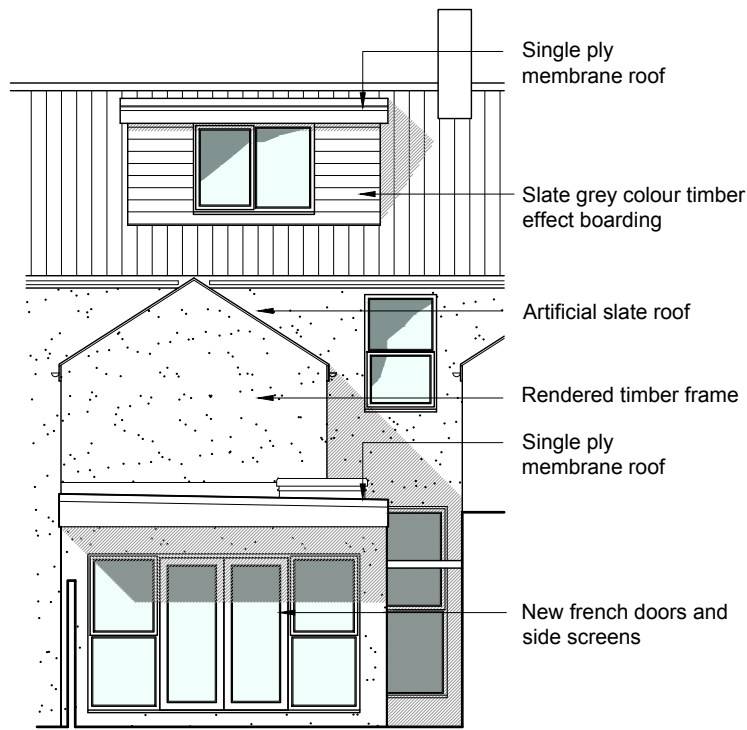
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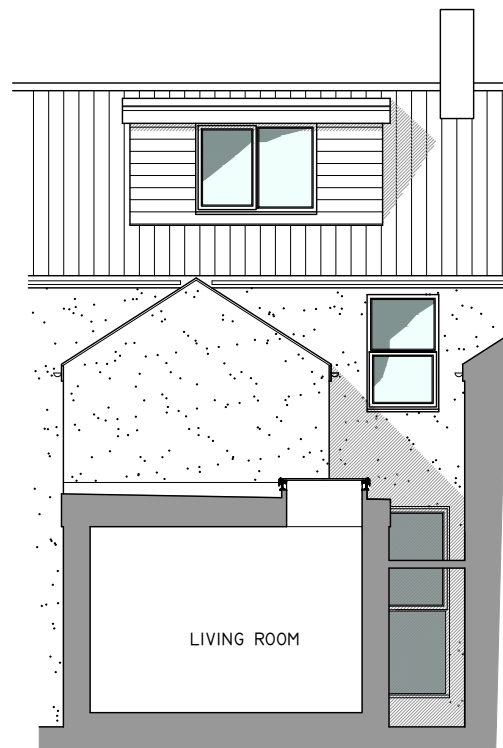
Revision: -

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Proposed Rear Elevation
scale 1:100



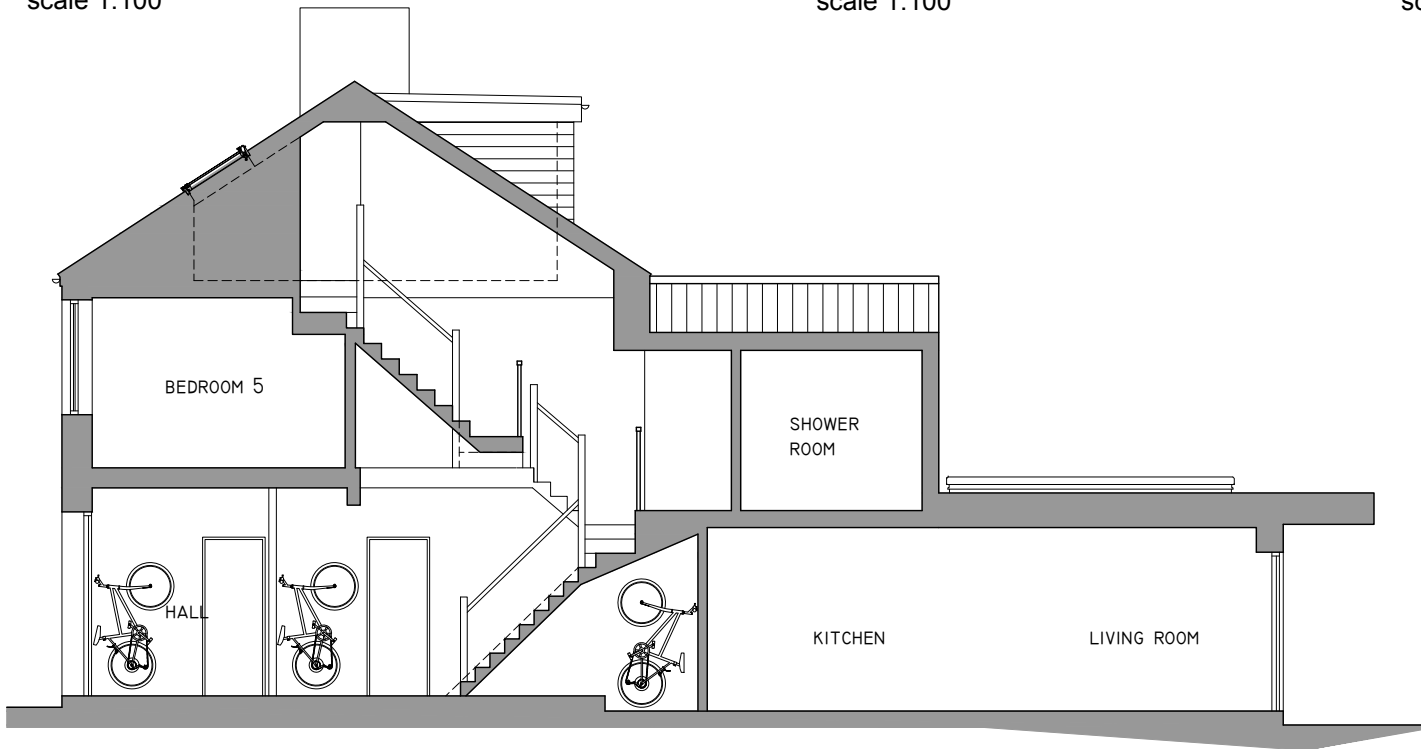
Proposed Section
scale 1:100



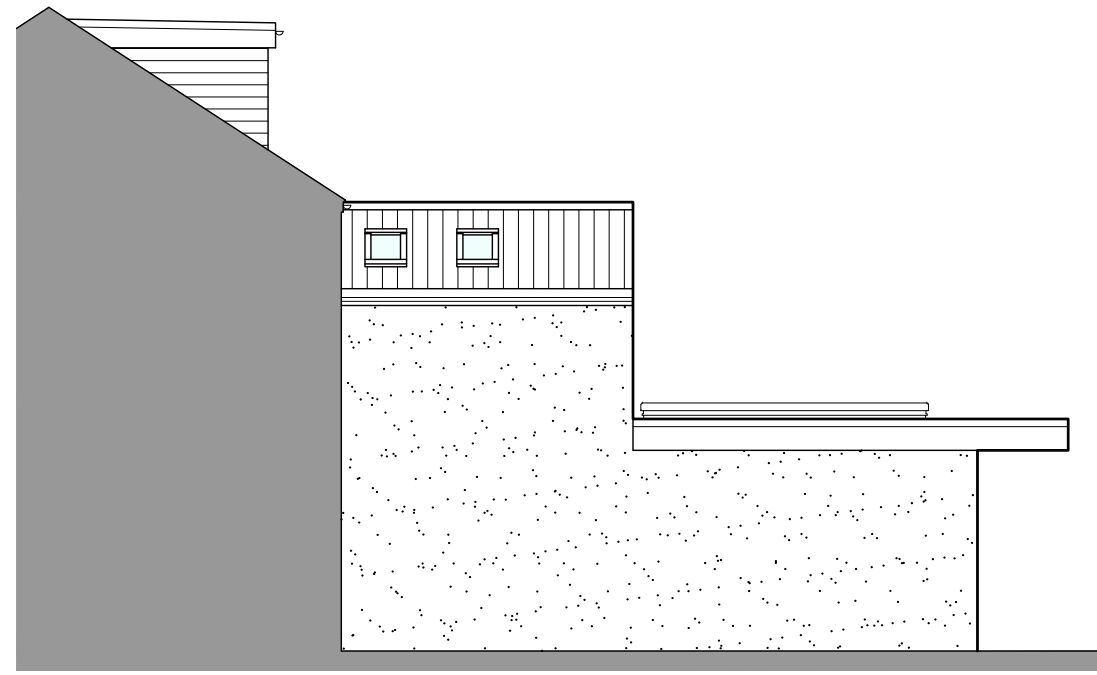
Proposed Section
scale 1:100



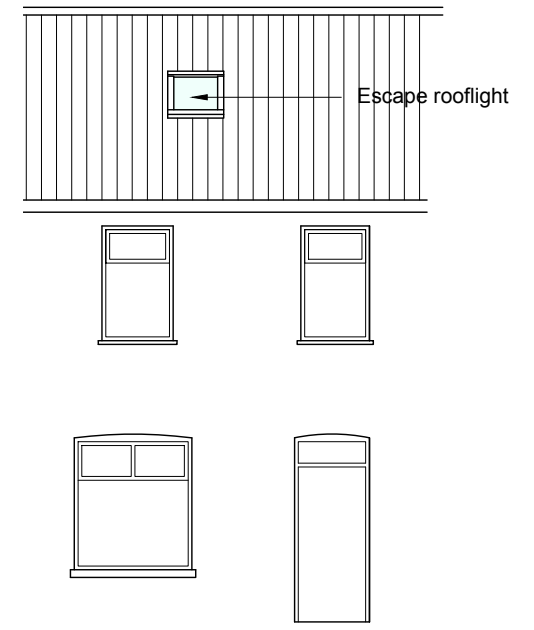
Proposed Side Elevation
scale 1:100



Proposed Section
scale 1:100



Proposed Side Elevation
scale 1:100



Proposed Front Elevation
scale 1:100



PedalPro Large Wall Mount Bike Handlebar Hook 1 or 2 number.
Approved method of hanging bike on walls from application 20/00130/MNR

REV A 26.02.20
Revised layout to accommodate bins and bike storage
REV B 26.02.21
Image of bike hook added to drawing
REV C 11.03.21
Revised bike cover roof
REV D 28.04.21
Revised elevation to match plan

RIBA **arb**
Chartered Practice

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Client:
MR J WINTER

Location:
82 COBURN STREET
CARDIFF
WALES
CF24 4BT

Project:
PROPOSED
SECTIONS AND ELEVATIONS

Drawn: AM Checked: Date: NOV 20

Scale: 1:100 Drawing Size: A3

Drawing No: 1120464-L02

Revision: **D**

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PLANNING COMMITTEE:**July 21, 2020**

**REPORT OF THE DIRECTOR OF PLANNING, TRANSPORT,
ENVIRONMENT.****Section 257 Diversion, Town and Country Planning Act 1990 for Public Right of
Way Llanedeyrn No.13 Footpath**

Reason for the Report

1. The confirmed Legal Order will allow the footpath to be realigned within the new proposed development.

Background

2. Bridgegate Investments Limited, the applicant, has been granted Planning Permission to develop two additional detached houses as a Phase 2 for Application No. 20/01925/MNR. This will result in six houses located along Bridge Road and the Public Footpath Llanedeyrn No.13 requiring to be realigned to accommodate these new properties.
3. Public Rights of Way Team were consulted as part of the planning application process. Negotiation to retain the Public Footpath within a green corridor was undertaken. Currently the footpath is difficult to use, as there is a bund by the motorway. The new path alignment will provide an improved link to the existing adopted highway track on the opposite side of Bridge Road.

Issues

4. The Public Footpath is currently a dead end to the Pentwyn Link Road with no physical way through or link to a Footway. The applicant of Bridgegate Investment Ltd. requested if the footpath could be stopped up rather than diverted as the current path could not be used.
5. An initial consultation was undertaken internally with Transportation Officers to consider if this footpath would be considered as a strategic link for an active travel

route in the future. The Transportation Officers confirmed it may be considered and was beneficial to retain the path even if it currently was not fully accessible on foot. Based on this information, the applicant was advised a diversion of the footpath would be needed rather than a stopping up.

6. The Public Footpath Diversion Application must be confirmed in order to allow the proposed diversion and development plan to go ahead as approved.

Local Member Consultation

7. Consultation included:

- St Mellons Community Council
- Ward Members: Cllr Diane Rees and Cllr Joel Williams
- Adjacent landowners
- Cardiff Council Transportation Team
- Utilities and
- User Groups

The above submitted no objections.

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).
13. 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).
14. No compensation is payable in respect of those adversely affected by the order.

Other Considerations

15. 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:
 - (1) eliminate unlawful discrimination
 - (2) advance equality of opportunity
 - (3) foster good relations on the basis of protected characteristics
16. 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.

17. 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.
18. 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

19. The Applicant has agreed to cover the costs of the Order.

Recommendations

Planning Committee to approve the Section 257 Diversion Application to allow the Public Rights of Way Team to instruct Legal Services to process the Legal Order.

Andrew Gregory

Director: Planning, Transport, Environment.

Appendices:

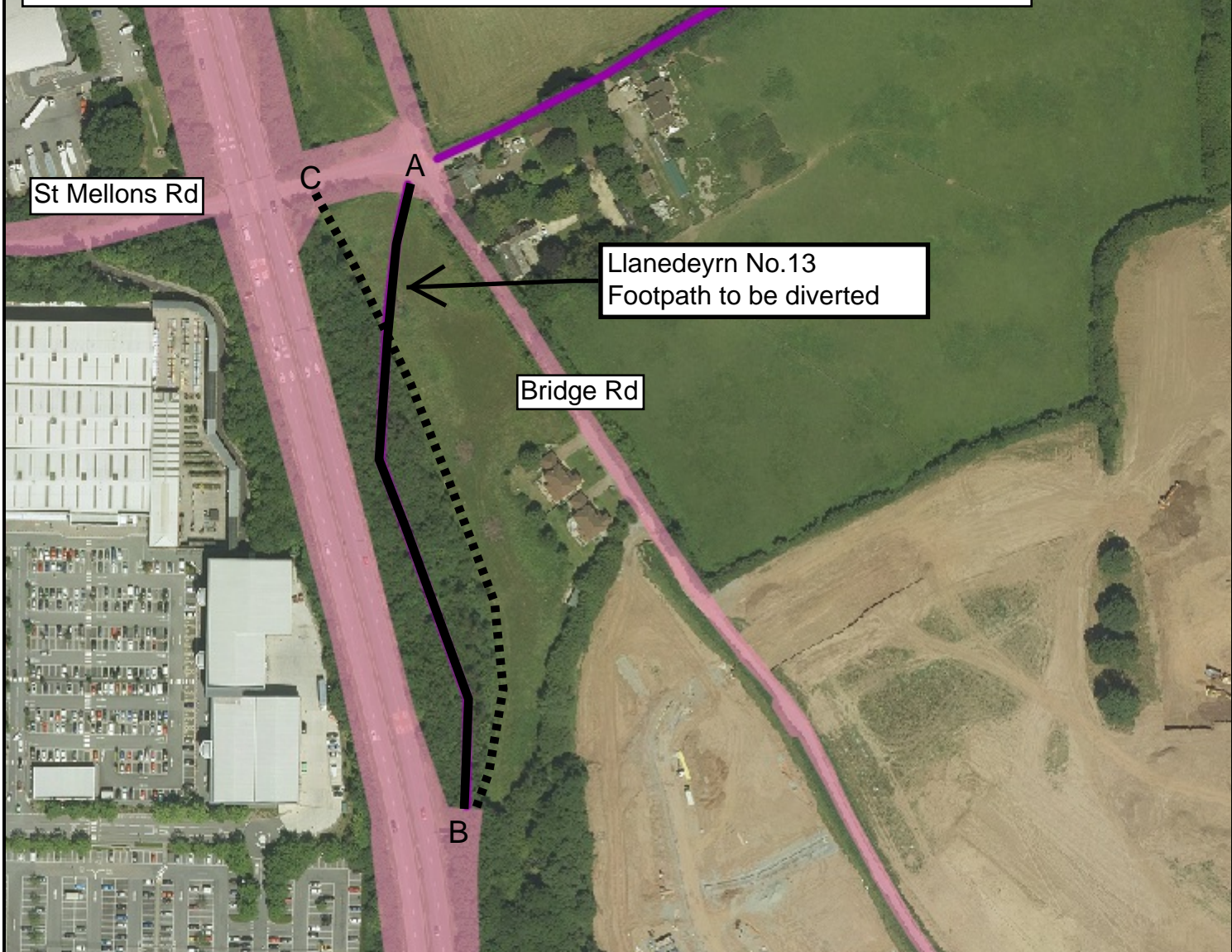
Appendix 1: Location Plan

Appendix 2: Developer's Plan

Officer Decision Approval

Background Papers:

S257 Application



Map Key

- Unaffected Adopted Highway
- Unaffected Public Footpaths
- (A-B) Footpath section to be Stopped Up
- (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




LLAN 13 Location Plan
 Scale: 1:2500
 Date: 21/6/2021 at 8:49 AM
 Coordinates:
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Ordnance Survey 100023376 (2014).

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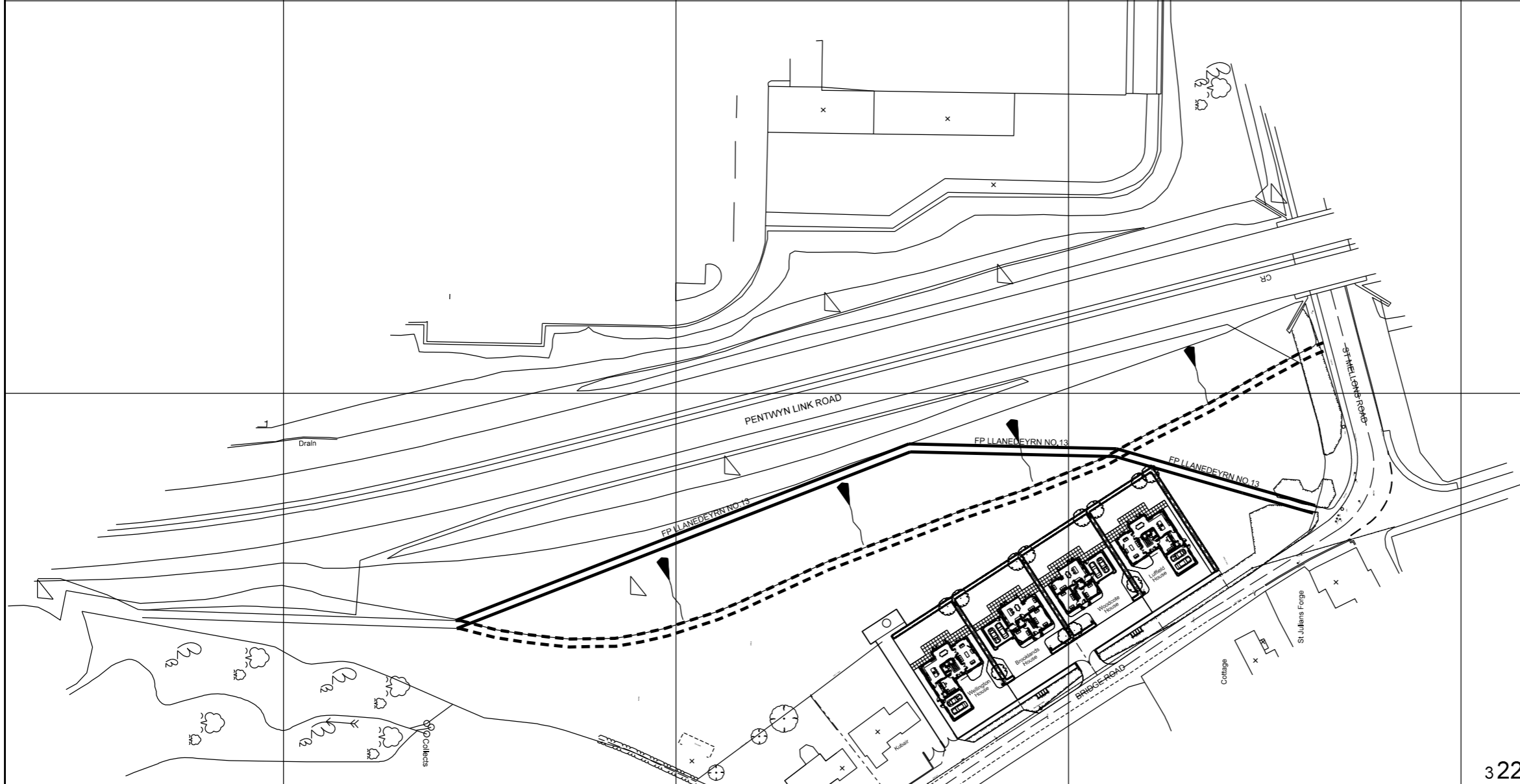


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REVISION	DESCRIPTION	BY	DATE



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CLIENT BRIDGEGATE INVESTMENTS LTD			
JOB TITLE BRIDGE ROAD, OLD ST MELLONS CARDIFF, CF3 6YJ			
DRAWING TITLE SITE LOCATION PLAN PROW DIVERSION			
STATUS B. REGS	DATE 17.05.21	DRAWN JNW	CHECKED VFW
JOB NO. 2295		DRAWING NO. BR 103	
SCALE @ A1 1:1250			
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Cardiff Council : Strategic Planning And Environment : Development Control

Applications Decided between 07/06/2021 and 11/06/2021

<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								
21/01001/DCH	30/04/2021	MIAH	HSE	212 PEARL STREET, ADAMSDOWN, CARDIFF, CF24 1RD	GROUND FLOOR REAR EXTENSION	09/06/2021	Permission be granted	Householder
BUTETOWN								
21/00429/MNR	24/02/2021	Cardiff Harbour Authority - Cardiff Council	LBC	FORMER CHOLERA ISOLATION HOSPITAL, FLAT HOLM ISLAND, EAST BEACH JETTY	DEMOLITION OF UNSTABLE PORTIONS OF ROOF STRUCTURE TO MINIMISE DAMAGE TO REMAINING WALL FABRIC AND TO ENABLE SAFE ACCESS WITHIN STRUCTURE INSTALLATION OF STEEL FRAME TO SUPPORT REMAINING ELEMENTS OF WALLS REPLACEMENT OF DECAYED TIMBER LINTELS THROUGHOUT WITH HYBRID LINTELS (PRE-STRESSED REINFORCED CONCRETE LINTELS INTERNALLY WITH EXTERNAL TROPICAL HARDWOOD LINTEL) INSTALLATION OF SOFT CAPPINGS TO PROTECT WALL TOPS & RE-POINTING OF EXPOSED WALLS (INTERNALLY & EXTERNALLY) TO AID WATER TO SHED OFF STRUCTURE	09/06/2021	Withdrawn by Applicant	General Regulations

<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>
21/00431/MNR	24/02/2021	Cardiff Harbour Authority - Cardiff Council	LBC	HOSPITAL LAUNDRY BUILDING, FLAT HOLM ISLAND, EAST BEACH JETTY	DEMOLITION OF UNSTABLE PORTIONS OF ROOF STRUCTURE TO MINIMISE DAMAGE TO REMAINING WALL FABRIC AND TO ENABLE SAFE ACCESS WITHIN STRUCTURE INSTALLATION OF STEEL FRAME TO SUPPORT REMAINING ELEMENTS OF WALLS REPLACEMENT OF DECAYED TIMBER LINTELS THROUGHOUT WITH HYBRID LINTELS (PRE-STRESSED REINFORCED CONCRETE LINTELS INTERNALLY WITH EXTERNAL TROPICAL HARDWOOD LINTEL) INSTALLATION OF SOFT CAPPINGS TO PROTECT WALL TOPS AND RE-POINTING OF EXPOSED WALLS (INTERNALLY AND EXTERNALLY) TO AID WATER TO SHED OFF STRUCTURE REPAIR/APPLICATION OF PROTECTIVE COATING TO WATER TANK AT CEILING LEVEL	09/06/2021	Withdrawn by Applicant	General Regulations

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>
21/00629/MNR	18/03/2021	Sivagnanam	VAR	348-352 COWBRIDGE ROAD EAST, CANTON, CARDIFF, CF5 1HD	VARIATION OF CONDITION 4 OF 20/02421/MNR TO AMEND OPENING HOURS	09/06/2021	Permission be granted	Renewals and Variation of Conditions
21/01119/MNR	04/05/2021	P4C Properties Ltd	VAR	63 CLIVE ROAD, CANTON, CARDIFF, CF5 1HH	VARIATION OF CONDITION 2 OF 20/01775/MNR TO ALTER APPROVED PLANS	07/06/2021	Permission be granted	Renewals and Variation of Conditions
21/01090/MJR	30/04/2021	Cardiff City Council	DOC	LAND OFF LECKWITH ROAD, CANTON, CARDIFF	DISCHARGE OF CONDITION 12 (CYCLE PARKING) OF 20/00035/MJR	10/06/2021	Full Discharge of Condition	General Regulations
CATHAYS								
21/01361/MJR	27/05/2021	Rightacres Property Company Limited	DOC	SITE OF FORMER MARLAND HOUSE AND NCP CAR PARK, CENTRAL SQUARE, CARDIFF	DISCHARGE OF CONDITION 18 (SAUNDERS ROAD TREES) OF 19/02140/MJR	09/06/2021	Full Discharge of Condition	Discharge of Conditions
21/01099/MNR	06/05/2021	The Restaurant Group	FUL	14 MILL LANE, CITY CENTRE, CARDIFF, CF10 1FL	RETENTION OF SIX GAZEBO STRUCTURES AND ASSOCIATED FURNITURE, TOGETHER WITH DEMARCATION PLANTERS AND SCREENS, IN ASSOCIATION WITH THE CONTINUED USE OF THE HIGHWAY FORECOURT FOR EXTERNAL CUSTOMER SEATING	07/06/2021	Withdrawn by Applicant	Minor - Retail (A1-A3)

<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>
21/00354/MNR	16/02/2021	STONE	FUL	14 NORTH ROAD, BLACKWEIR, CARDIFF, CF10 3DY	CONVERSION OF EXISTING OFFICE BUILDING INTO 4 NO. FLATS WITH TWO STOREY SIDE EXTENSION	08/06/2021	Permission be granted	Minor - Dwellings (C3)
21/00969/MNR	20/04/2021	SDI Property Limited	FUL	FLANNELS, LANDMARK PLACE, CHURCHILL WAY, CITY CENTRE, CARDIFF, CF10 2HS	REPLACEMENT DOOR TO SHOPFRONT	08/06/2021	Permission be granted	Other Consent Types
TEL/21/00084/T	03/06/2021	Clark Telecom Ltd	TEL	J D WETHERSPOONS PUB, 9/10 WESTGATE STREET, CITY CENTRE, CARDIFF, CF10 1DD	Proposed removal of 3No RRH's to be replaced with 3No ERS Proposed replacement of 1No existing GPS Module Existing 6No RRH to be removed and replaced with 6No ERS Existing 3No RRH to be replaced with 3No ERS	08/06/2021	No Response Sent	Other Consent Types
TEL/21/00086/T	03/06/2021	Clark Telecom Ltd	TEL	SW OFF CATHAYS TERRACE, OPPOSITE WOODVILLE PUB, CATHAYS, CARDIFF, CF24 4AH	The proposed works comprise the removal of the existing 12m Streetworks telecommunications pole, to be replaced with a new 17.5m pole with wrap around cabinet at the base. The removal of 2no. equipment cabinets and installation of 3no. new equipment cabinets set back on the footpath, plus ancillary telecommunications equipment thereto.	08/06/2021	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>
20/02378/MNR	16/11/2020	OGBONNA	FUL	160 COLUM ROAD, CATHAYS PARK, CARDIFF, CF10 3EL	CONVERSION FROM 2 TO 4 FLATS WITH GROUND FLOOR REAR EXTENSIONS AND SIDE AND REAR DORMER ROOF EXTENSIONS.	09/06/2021	Permission be granted	Minor - Dwellings (C3)

CREIGAU/ST FAGANS

21/00998/DCH	21/04/2021	Slough	HSE	INESGARTH, CROFFT-Y-GENAU ROAD, ST FAGANS, CARDIFF, CF5 6DU	TWO STOREY EXTENSION TO FRONT ELEVATION AND DORMER ROOF EXTENSIONS TO FRONT AND REAR	07/06/2021	Permission be granted	Householder
21/01187/MJR	14/05/2021	Redrow Homes	NMA	PHASE 1 F, LAND SOUTH OF PENTREBANE ROAD, CARDIFF	AMEND HOUSE TYPES TO PLOTS 234, 235, 124, 135, 225, 226, 186 AND 187 - PREVIOUSLY APPROVED UNDER 19/02289/MJR	09/06/2021	Permission be granted	Non Material Amendment

CYNCOED

21/01060/DCH	27/04/2021	Ryland	HSE	42 BEATTY AVENUE, ROATH PARK, CARDIFF, CF23 5QU	REAR SINGLE STOREY EXTENSION	09/06/2021	Permission be granted	Householder
21/00358/MNR	19/02/2021	Phillips	FUL	277 CYNCOED ROAD, CYNCOED, CARDIFF, CF23 6PA	CHANGE OF USE FROM DOCTOR'S SURGERY TO DAY NURSERY WITH REAR IN-FILL EXTENSION, REAR/SIDE PLANT ROOM EXTENSION, ERECTION OF TIMBER CANOPY ON SIDE ELEVATION AND ASSOCIATED ALTERATIONS INCLUDING A ROOM TO BE USED AS A RENTAL UNIT	08/06/2021	Permission be granted	Minor - Other Principal Uses

<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>
ELY								
21/00927/MNR	29/04/2021	Higginson	FUL	REAR OF 136 GRAND AVENUE, ELY, CARDIFF, CF5 4HX	CONSTRUCTION OF DETACHED DWELLING AND ASSOCIATED WORKS INCLUDING PARKING	09/06/2021	Planning Permission be refused	Minor - Dwellings (C3)
PRAP/21/00020/MNR	30/04/2021	Hutchison UK Ltd	PAT	SITE OPPOSITE THE FORMER MICHAELSTON PUBLIC HOUSE, MICHAELSTON ROAD, ELY, CARDIFF	PROPOSED 20.0M PHASE 8 MONOPOLE C/W WRAPROUND CABINET AT BASE AND ASSOCIATED ANCILLARY WORKS	09/06/2021	No Prior Approval required	Other Consent Types
FAIRWATER								
21/00562/DCH	10/03/2021	Mason	HSE	66 ASHCROFT CRESCENT, PENTREBANE, CARDIFF, CF5 3RP	NEW ROOF TO EXISTING GROUND FLOOR EXTENSION, PART DEMOLITION OF CONSERVATORY TO FORM EXTENSION AND ENLARGEMENT OF EXISTING LOFT BOX DORMER	07/06/2021	Permission be granted	Householder
GRANGETOWN								
21/00544/DCH	08/03/2021	Jones	HSE	4 YSTRAD STREET, GRANGETOWN, CARDIFF, CF11 7AH	SINGLE STOREY REAR/SIDE EXTENSION	07/06/2021	Permission be granted	Householder
HEATH								
21/01291/MNR	21/05/2021	Silver Crescent Estates Ltd.	NMA	220-221 KING GEORGE V DRIVE EAST, HEATH, CARDIFF, CF14 4ER	VARIATION OF CONDITION 19 IN ORDER TO LIST REVISED ELEVATION DRAWINGS - PREVIOUSLY APPROVED UNDER 13/02254/DCO	08/06/2021	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>
21/00924/DCH	14/04/2021	Rowlands	HSE	23 ST EDWEN GARDENS, HEATH, CARDIFF, CF14 4JZ	SINGLE STOREY SIDE AND REAR EXTENSION	09/06/2021	Permission be granted	Householder
21/00296/DCH	09/02/2021	oaks	HSE	26 ST BENEDICT CRESCENT, HEATH, CARDIFF, CF14 4DQ	REAR SINGLE STOREY EXTENSION	09/06/2021	Permission be granted	Householder
21/01365/MJR	08/06/2021	Capital, Estates and Operational Services, Cardiff and Vale University Health Bo	NMA	UNIVERSITY HOSPITAL OF WALES, HEATH PARK WAY, HEATH, CARDIFF, CF14 4XW	REMOVAL OF THE UPPER FLOOR AND REDUCTION IN HEIGHT OF THE BUILDING, RETENTION OF THE LINK CANOPY, MINOR CHANGES TO STAIRWELL, WINDOWS, EXTERNAL FACINGS, PAVING AREAS, STEPS AND CREATION OF AN ADDITIONAL RAIN GARDEN TO THE NORTH OF THE BUILDING - PREVIOUSLY APPROVED UNDER 20/01860/MJR	11/06/2021	Permission be granted	Non Material Amendment

LLANDAFF

21/00796/DCH	29/03/2021	Reynolds	HSE	1 OLLIVANT CLOSE, DANESCOURT, CARDIFF, CF5 2RJ	TWO STOREY REAR AND SIDE EXTENSION	09/06/2021	Permission be granted	Householder
21/00862/DCH	09/04/2021	Armitage	HSE	16 FAIRWATER GROVE EAST, LLANDAFF, CARDIFF, CF5 2JU	DEMOLITION OF EXISTING CONSERVATORY AND CONSTRUCTION OF TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS, HIP TO GABLE ROOF EXTENSION WITH REAR DORMER	07/06/2021	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>
19/03240/MJR	17/12/2019	Taylor Wimpey UK Limited	RES	BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF, CF5 2YQ	RESERVED MATTERS PURSUANT TO 15/00799/MJR IN RESPECT OF APPEARANCE, LANDSCAPING, LAYOUT AND SCALE	08/06/2021	Permission be granted	Major - Dwellings (C3)

LLANDAFF NORTH

21/00764/DCH	25/03/2021	Kamil	HSE	41 COLWINSTONE STREET, LLANDAFF NORTH, CARDIFF, CF14 2LB	DEMOLITION OF OUTHOUSE AND ERECTION OF A TWO STOREY SIDE EXTENSION	08/06/2021	Permission be granted	Householder
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21/01280/MJR	20/05/2021	Cardiff Council	NMA	LYDSTEP FLATS, LYDSTEP CRESCENT, LLANDAFF NORTH, CARDIFF, CF14 2QX	OVERCLADDING OF 3NO. 11 STOREY BLOCK OF FLATS FEATURING NEW ALUMINIUM GLAZING, BRICK SLIP CLADDING SYSTEM, METAL BALUSTRADES AND ALUMINIUM DOOR SYSTEMS. WINDOW AND DOOR LOCATIONS TO REMAIN IN THE SAME POSITION AND THE SAME SIZE - PREVIOUSLY APPROVED UNDER 89/01281/W	09/06/2021	Permission be granted	General Regulations
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PENYLAN

21/00005/DCH	12/01/2021	RHODES	HSE	23 EGREMONT ROAD, PENYLAN, CARDIFF, CF23 5LP	TWO STOREY SIDE AND REAR EXTENSION AND SINGLE STOREY SIDE EXTENSION	07/06/2021	Permission be granted	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>
21/00120/DCH	19/01/2021	davies	HSE	25 WORDSWORTH AVENUE, ROATH, CARDIFF, CF24 3FR	HIP TO GABLE ROOF EXTENSION WITH REAR DORMER EXTENSION	07/06/2021	Planning Permission be refused	Householder
21/00825/DCH	01/04/2021	Din	FUL	FLAT 5, 108 CONNAUGHT ROAD, ROATH, CARDIFF, CF24 3PY	REAR DORMER AND LOFT EXTENSION	09/06/2021	Permission be granted	Householder
PONTPRENNAU/ST MELLONS								
21/00275/DCH	09/02/2021	MOHAN	HSE	1 WHITE OAKS DRIVE, OLD ST MELLONS, CARDIFF, CF3 5EX	TWO STOREY SIDE AND REAR EXTENSIONS WITH REMOVAL OF EXISTING CONSERVATORY, FRONT ENTRANCE PORCH EXTENSION COVERING TWO STOREYS, SIDE DORMER EXTENSIONS AND ADDITION OF NEW CROSSOVER ACCESS	07/06/2021	Permission be granted	Householder
20/01925/MNR	28/09/2020	Bridgegate Investments Limited	FUL	LAND ON THE SOUTH WEST SIDE OF, BRIDGE ROAD, OLD ST MELLONS	CONSTRUCTION OF 2 DETACHED FAMILY DWELLING HOUSES	08/06/2021	Permission be granted	Minor - Dwellings (C3)
RADYR								
21/00559/DCH	05/03/2021	MCALOON	HSE	9 GELYNIS TERRACE, TY-NANT ROAD, MORGANSTOWN, CARDIFF, CF15 8LG	SINGLE STOREY REAR EXTENSION	08/06/2021	Withdrawn by Applicant	Householder
21/00722/DCH	23/03/2021	Midha	HSE	92 HEOL ISAF, RADYR, CARDIFF, CF15 8EA	FIRST FLOOR SIDE EXTENSION	09/06/2021	Permission be granted	Householder

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21/01246/MJR	27/05/2021	Redrow Homes Limited	NMA	PHASE 1A (PART 2), LAND NORTH OF LLANTRISANT ROAD, CARDIFF	AMENDMENTS TO PLOTS 155, 156, 157, 158, 159 AND 160 TO ADDRESS THE BALANCE OF AFFORDABLE HOUSING PROVISION - PREVIOUSLY APPROVED UNDER 18/01746/MJR	09/06/2021	Permission be granted	Non Material Amendment

RHIWBINA

21/00743/DCH	14/04/2021	Bartley	HSE	12 LON-Y-DERI, RHIWBINA, CARDIFF, CF14 6JN	GROUND AND FIRST FLOOR REAR AND SIDE EXTENSIONS AND WORKS TO EXISTING SIDE DORMER EXTENSION	09/06/2021	Permission be granted	Householder
21/00958/DCH	19/04/2021	Taylor	HSE	28 WAUN-FAWR ROAD, RHIWBINA, CARDIFF, CF14 4SJ	HIP TO GABLE ROOF EXTENSION WITH REAR DORMER	08/06/2021	Permission be granted	Householder

RIVERSIDE

21/00959/DCH	19/04/2021	Thomas	HSE	53 CLOS DEWI SANT, RIVERSIDE, CARDIFF, CF11 9EX	SINGLE STOREY REAR EXTENSION	08/06/2021	Permission be granted	Householder
21/00802/DCH	30/03/2021	Rhyad	HSE	37 GLOUCESTER STREET, RIVERSIDE, CARDIFF, CF11 6EL	EXTENSIONS AT REAR ON GROUND FLOOR AND FIRST FLOOR	09/06/2021	Planning Permission be refused	Householder
21/00725/MNR	26/03/2021	Glamorgan Cricket	FUL	SOPHIA GARDENS STADIUM, SOPHIA CLOSE, PONTCANNA, CARDIFF, CF11 9XR	PROPOSED ERECTION OF A TEMPORARY MARQUEE AND ASSOCIATED WORKS	09/06/2021	Permission be granted	Minor - Other Principal Uses
21/00732/MNR	26/03/2021	Glamorgan Cricket	FUL	SOPHIA GARDENS STADIUM, SOPHIA CLOSE, PONTCANNA, CARDIFF, CF11 9XR	PROPOSED ERECTION OF A CRICKET PRACTICE FACILITY AND ASSOCIATED WORKS	09/06/2021	Permission be granted	Minor - Other Principal Uses

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A/21/00014/MNR	12/03/2021	Perlau Gwyn Dental Care	ADV	100 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9LP	NEW SIGNAGE	09/06/2021	Permission be granted	Advertisements

TROWBRIDGE

21/00678/MNR	18/03/2021	Cardiff Council	FUL	OAK HOUSE, PASCAL CLOSE, ST MELLONS, CARDIFF, CF3 0LT	FULL RECLAD AND REFURBISHMENT OF AN EXISTING OFFICE BUILDING INCLUDING A SMALL SINGLE STOREY EXTENSION WITH ASSOCIATED PARKING AND EXTERNAL WORKS	09/06/2021	Permission be granted	General Regulations
21/00739/DCH	22/04/2021	ATTIRI	HSE	3 CLOS DDYFAN, ST MELLONS, CARDIFF, CF3 0LX	SINGLE STOREY REAR EXTENSION	08/06/2021	Permission be granted	Householder

WHITCHURCH/TONGWYNLAIS

21/00642/DCH	17/03/2021	Bird	HSE	29 WOODLAND ROAD, WHITCHURCH, CARDIFF, CF14 2BU	REAR AND SIDE TWO STOREY EXTENSION AND ENTRANCE PORCH TO FRONT ELEVATION	07/06/2021	Permission be granted	Householder
21/00636/DCH	19/03/2021	Jones	HSE	35 HEOL GABRIEL, WHITCHURCH, CARDIFF, CF14 1JU	REAR/SIDE TWO STOREY EXTENSION	07/06/2021	Permission be granted	Householder
20/02629/MNR	18/12/2020	Loosemore	OUT	PART OF LAND AT EALING DEAN, 20 PLAS TREODA, WHITCHURCH, CARDIFF, CF14 1PT	OUTLINE APPLICATION FOR 2 STOREY NEW BUILD DWELLING	09/06/2021	Withdrawn by Applicant	Minor - Dwellings (C3)
21/00179/DCH	25/01/2021	TANTI	HSE	178 MERTHYR ROAD, WHITCHURCH, CARDIFF, CF14 1DL	FIRST FLOOR REAR EXTENSION AND LOFT CONVERSION WITH REAR DORMER WITH CHANGE OF HIPPED ROOF TO A GABLE END AND EXTERNAL ALTERATIONS	09/06/2021	Permission be granted	Householder

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21/01035/DCH	27/04/2021	Gilchrist	HSE	55 ST JOHN'S CRESCENT, WHITCHURCH, CARDIFF, CF14 7AG	PROPOSED REAR SINGLE STOREY EXTENSION	09/06/2021	Permission be granted	Householder

Cardiff Council : Strategic Planning And Environment : Development Control

Applications Decided between 14/06/2021 and 18/06/2021

<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								
20/02487/MJR	26/01/2021	Crosslane Student Developments (Howard Gardens) Ltd	FUL	LAND AT HOWARD GARDENS, ADAMSDOWN, CARDIFF	TEMPORARY CHANGE OF USE FROM SUI GENERIS (STUDENT ACCOMMODATION) TO MIXED SUI GENERIS (STUDENT ACCOMMODATION) AND C1 (SERVICED ACCOMMODATION)	18/06/2021	Permission be granted	Other Consent Types
21/01110/DCH	11/05/2021	Rafferty	HSE	62 BERTRAM STREET, ADAMSDOWN, CARDIFF, CF24 1NY	REAR SINGLE STOREY EXTENSION AND REAR DORMER ROOF EXTENSION	18/06/2021	Permission be granted	Householder
BUTETOWN								
21/01253/MNR	19/05/2021	Cardiff & Vale College	DOC	PART OF CANAL PARK ADJACENT TO CARDIFF AND VALE COLLEGE, DUMBALLS ROAD, BUTETOWN, CARDIFF, CF10 5FE	DISCHARGE OF CONDITION 10 (CYCLE STORAGE) OF 20/00262/MNR	18/06/2021	Full Discharge of Condition	Discharge of Conditions
A/21/00041/MNR	14/04/2021	Coffee Mania Limited	ADV	COFFEE MANIA, TECHNIQUEST, STUART STREET, CARDIFF BAY, CARDIFF, CF10 5BW	NEW SIGNAGE	15/06/2021	Permission be granted	Advertisements
20/01899/MJR	22/09/2020	Day	DOC	1 EAST BAY CLOSE, ATLANTIC WHARF, CARDIFF, CF10 4BA	DISCHARGE OF CONDITION 12 (DRAINAGE SCHEME) OF 19/02684/MJR	16/06/2021	Refuse to Discharge	Discharge of Conditions
CAERAU								

<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>
21/00858/DCH	09/04/2021	Bennett	HSE	58 CAMROSE ROAD, CAERAU, CARDIFF, CF5 5ER	CONSTRUCTION OF A TWO STOREY SIDE EXTENSION, REAR DORMER ROOF EXTENSION AND TWO STOREY PORCH	16/06/2021	Planning Permission be refused	Householder
TEL/21/00093/T	09/06/2021	Sinclair Dalby Ltd	TEL	HEOL EBWY, CAERAU, CARDIFF, CF5 5ED	PRE-CONSULTATION - PROPOSED WORKS INCLUDE THE INSTALLATION OF A 15 METRE-HIGH MONOPOLE SUPPORTING 6NO. ANTENNAS, 4NO. EQUIPMENT CABINETS AND DEVELOPMENT WORKS ANCILLARY THERETO.	16/06/2021	No Response Sent	Other Consent Types
21/01028/MNR	23/04/2021	Pearn's Pharmacies ltd.	FUL	40 CAERAU LANE, CAERAU, CARDIFF, CF5 5HQ	INSTALLATION OF A 24HR AUTOMATED PRESCRIPTION DISPENSER WHICH IS TO BE FITTED INTO THE PHARMACY SHOP FRONT, FLUSH WITH THE SHOP FRONT GLAZING	18/06/2021	Permission be granted	Other Consent Types
CANTON								
21/01141/DCH	06/05/2021	Lusher	HSE	31 THEOBALD ROAD, CANTON, CARDIFF, CF5 1LP	SINGLE STOREY REAR EXTENSION	15/06/2021	Permission be granted	Householder
21/01140/DCH	06/05/2021	Lusher	CLD	31 THEOBALD ROAD, CANTON, CARDIFF, CF5 1LP	REAR DORMER ROOF EXTENSION	15/06/2021	Permission be granted	Other Consent Types
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>
21/01092/MNR	30/04/2021	Viva Brazil Restaurants	FUL	VIVA BRAZIL, CLAYTON HOTEL, ST MARY STREET, CITY CENTRE, CARDIFF, CF10 1GD	ERECTION OF A SELF SUPPORTING EXTERNAL CANOPY TO FORM AN OUTSIDE DINING AREA	14/06/2021	Withdrawn by Applicant	Minor - Retail (A1-A3)
A/21/00061/MNR	07/05/2021	City of Cardiff Council - Economic Development	ADV	WORKING STREET, CITY CENTRE	NON-ILLUMINATED, PVC LAMP-POST BANNER SIGNAGE	14/06/2021	Permission be granted	General Regulations
A/21/00062/MNR	07/05/2021	City of Cardiff Council - Economic Development	ADV	THE FRIARY AND KINGSWAY, CITY CENTRE	NON-ILLUMINATED, PVC LAMP-POST BANNER SIGNAGE	14/06/2021	Permission be granted	General Regulations
A/21/00063/MNR	07/05/2021	Greggs plc	ADV	GROUND FLOOR RETAIL UNIT, THE CENTRE FOR STUDENT LIFE, CARDIFF UNIVERSITY, PARK PLACE, CATHAYS PARK, CARDIFF, CF10 3BB	NEW SIGNAGE	14/06/2021	Permission be granted	Advertisements
21/01107/MNR	10/05/2021	Edwards	FUL	UNIT 1, FAIROAK HOUSE, FAIROAK ROAD, CATHAYS, CARDIFF, CF24 4YA	CHANGE OF USE TO COFFEE SHOP AND SHOP FRONT ALTERATIONS	14/06/2021	Permission be granted	Minor - Retail (A1-A3)
A/21/00065/MNR	10/05/2021	City of Cardiff Council - Economic Development	ADV	MILL LANE, CITY CENTRE	NON-ILLUMINATED, PVC LAMP-POST BANNER SIGNAGE	14/06/2021	Permission be granted	General Regulations
A/21/00070/MNR	13/05/2021	City of Cardiff Council - Economic Development	ADV	KINGSWAY, CITY CENTRE	NON-ILLUMINATED, PVC LAMP-POST BANNER SIGNAGE	14/06/2021	Permission be granted	General Regulations
A/21/00073/MNR	25/05/2021	City of Cardiff Council - Economic Development	ADV	DEAD MAN'S ALLEY, WORKING STREET, CITY CENTRE	NON-ILLUMINATED, PVC LAMP-POST BANNER SIGNAGE	14/06/2021	Permission be granted	General Regulations
A/21/00074/MNR	25/05/2021	City of Cardiff Council - Economic Development	ADV	BARRACK LANE, CITY CENTRE	NON-ILLUMINATED, PVC LAMP-POST BANNER SIGNAGE	14/06/2021	Permission be granted	General Regulations
A/21/00076/MNR	25/05/2021	City of Cardiff Council - Economic Development	ADV	MARY ANN STREET, CITY CENTRE	NON-ILLUMINATED, PVC LAMP-POST BANNER SIGNAGE	14/06/2021	Permission be granted	General Regulations

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A/21/00034/MNR	29/03/2021	Clear Channel	ADV	ST DAVID'S HALL, WORKING STREET, CITY CENTRE, CARDIFF, CF10 1SH	REPLACEMENT OF EXISTING DIGITAL MEDIA DISPLAY WITH NEW DIGITAL MEDIA DISPLAY AND ALTERATIONS TO EXISTING ILLUMINATED CLADDING	18/06/2021	Permission be granted	Advertisements
21/00302/MNR	15/02/2021	Chaudhry	FUL	49 DALTON STREET, CATHAYS, CARDIFF, CF24 4HB	CONVERSION OF DWELLING INTO 3NO. FLATS WITH TWO STOREY REAR EXTENSION, HIP TO GABLE ROOF EXTENSION WITH DORMER ROOF EXTENSION	17/06/2021	Permission be granted	Minor - Dwellings (C3)
21/01010/MNR	21/05/2021	YAZIJI	CLU	14 MUNDY PLACE, CATHAYS, CARDIFF, CF24 4BZ	USE AS AN ESTATE AGENCY	17/06/2021	Permission be granted	Other Consent Types
A/20/00093/MNR	21/12/2020	DMA Signs Limited	ADV	46-48 PARK PLACE, CATHAYS PARK, CARDIFF, CF10 3BB	INSTALLATION OF ILLUMINATED AND NON ILLUMINATED EXTERNAL SIGNAGE TO INCLUDE HIGH LEVEL/ LOW LEVEL LOGOS, MONOLITHS AND BANNERS	18/06/2021	Permission be granted	Advertisements
CREIGAU/ST FAGANS								
21/00817/DCH	01/04/2021	Osbourne	HSE	58 PARC CASTELL-Y-MYNACH, CREIGIAU, CARDIFF, CF15 9NZ	PROPOSED DORMER TO FRONT ELEVATION	18/06/2021	Permission be granted	Householder
21/00798/DCH	28/04/2021	Broad	HSE	13 GREAT HOUSE FARM, MICHAELSTON ROAD, ST FAGANS, CARDIFF, CF5 6FL	SINGLE STOREY SIDE EXTENSION	18/06/2021	Permission be granted	Householder

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21/00690/DCH	19/03/2021	Evans	HSE	37 BETTWS-Y-COED ROAD, CYNCOED, CARDIFF, CF23 6PH	SINGLE AND DOUBLE STOREY REAR AND SIDE EXTENSIONS	16/06/2021	Permission be granted	Householder
21/01014/DCH	22/04/2021	Lincoln	HSE	6 CAER CADY CLOSE, CYNCOED, CARDIFF, CF23 6BS	SINGLE STOREY REAR EXTENSION	18/06/2021	Permission be granted	Householder
21/00813/DCH	30/04/2021	Mort	HSE	32 CEFN COED AVENUE, LAKESIDE, CARDIFF, CF23 6HG	SINGLE STOREY REAR AND SIDE EXTENSION	15/06/2021	Permission be granted	Householder
21/01066/DCH	30/04/2021	Robert-Thomas	HSE	34 DUFFRYN AVENUE, LAKESIDE, CARDIFF, CF23 6LF	GROUND FLOOR REAR EXTENSION	15/06/2021	Permission be granted	Householder
21/01144/DCH	07/05/2021	Smith/Jones	CLD	7 FIDLAS AVENUE, CYNCOED, CARDIFF, CF14 0NX	HIP TO GABLE ROOF EXTENSION WITH REAR DORMER	15/06/2021	Permission be granted	Other Consent Types
21/01139/DCH	05/05/2021	Salmon	CLD	16 SHERBORNE AVENUE, CYNCOED, CARDIFF, CF23 6SJ	CONSTRUCTION OF A SUN ROOM	15/06/2021	Permission be granted	Other Consent Types
21/00513/DCH	02/03/2021	Newman	HSE	16 ALLTMAWR ROAD, CYNCOED, CARDIFF, CF23 6NQ	DEMOLITION OF GARAGE & CONSTRUCTION OF FIRST FLOOR EXTENSION, INCLUDING RAISING OF EAVES & RIDGE	16/06/2021	Permission be granted	Householder

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TEL/21/00089/T	04/06/2021	Clark Telecom Ltd	TEL	TELEPHONE EXCHANGE, THREE ARCHES AVENUE, CYNCOED, CARDIFF, CF14 0NU	PROPOSED UPGRADE TO THE EXISTING TELECOMMUNICATION S APPARATUS. H3G & EE 3NO. IK0405A ANTENNAS AT 14.8M TO BE REMOVED. PROPOSED EE 2NO. COMMSCOPE R6H4 ANTENNAS AT 14.8M TO BE REMOVED AND ASSOCIATED ANCILLARY WORKS (FOR FULL DETAILS PLEASE REFER TO THE ENCLOSED DRAWINGS).	16/06/2021	No Response Sent	Other Consent Types

ELY

21/01120/DCH	04/05/2021	CULBERTSON	HSE	6 COED ARHYD, ELY, CARDIFF, CF5 4TZ	SINGLE STOREY REAR AND SIDE EXTENSION WITH LEVEL ACCESS FOR DISABLED FACILITIES	18/06/2021	Permission be granted	Householder
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FAIRWATER

20/01218/MNR	29/06/2020	James	FUL	PART OF LAND AT 7 MARIONVILLE GARDENS, FAIRWATER, CARDIFF, CF5 2LR	ERECTION OF A SINGLE DWELLING HOUSE WITH ASSOCIATED LANDSCAPING AND ACCESS	16/06/2021	Permission be granted	Minor - Dwellings (C3)
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21/01103/DCH	04/05/2021	Wigley	HSE	38 VISTA RISE, FAIRWATER, CARDIFF, CF5 2SD	SINGLE STOREY SIDE EXTENSION	18/06/2021	Permission be granted	Householder
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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>
TEL/21/00091/T	08/06/2021	Sinclair Dalby Ltd	TEL	EXHAUSTS TYRES AND BATTERIES (WORCESTER) LTD, 277 PENARTH ROAD, LECKWITH, CARDIFF, CF11 8TT	Removal of existing 15m Column in its entirety and 4No. equipment cabinets; Installation of a replacement 25m Column on extended concrete base; Installation of 12No. new antennas, 36No. ERS units on new headframe, 3No. 0.3m dishes on replacement Column and 2No. equipment cabinets, 4No. ERS racks installed on new extended concrete base and ancillary equipment thereto.	16/06/2021	No Response Sent	Other Consent Types

21/00565/DCH	12/03/2021	Tariq	HSE	7 POWDERHAM DRIVE, GRANGETOWN, CARDIFF, CF11 8ND	DOUBLE STOREY SIDE EXTENSION AND FIRST FLOOR SIDE EXTENSION	16/06/2021	Planning Permission be refused	Householder
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HEATH

21/01000/DCH	06/05/2021	Sweeney	HSE	54 TON-YR-YWEN AVENUE, HEATH, CARDIFF, CF14 4PB	REMOVE TWO EXISTING DORMER STRUCTURES. ERECT A NEW MASONRY GABLE WALL AND PROVIDE A NEW REAR DORMER STRUCTURE WITH A NEW ROOF COVERING	18/06/2021	Permission be granted	Householder
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21/01142/DCH	06/05/2021	McCarthy	HSE	9 HEATH MEAD, HEATH, CARDIFF, CF14 3PJ	TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS	18/06/2021	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>
21/00517/DCH	02/03/2021	Hurt	HSE	41 THREIPLAND DRIVE, BIRCHGROVE, CARDIFF, CF14 4PY	SINGLE STOREY GROUND FLOOR EXTENSIONS TO SIDE AND REAR AND NEW ENTRANCE CANOPY WITH ALTERED ACCESS STEPS	18/06/2021	Permission be granted	Householder

LISVANE

21/00582/DCH	16/03/2021	Holland	HSE	41 ROWAN WAY, LISVANE, CARDIFF, CF14 0TD	SINGLE STOREY REAR EXTENSION	16/06/2021	Permission be granted	Householder
TEL/21/00085/T	03/06/2021	Sinclair Dalby Ltd	TEL	PANTEG FARM, GRAIG ROAD, LISVANE, CARDIFF, CF14 0UF	Removal of existing 15m Lattice tower c/w 4No. antennas, 1No. dish, 3No. equipment cabinets, chainlink fence and other ancillary equipment. Installation and relocation of replacement 20m Lattice tower on a new concrete base c/w installation of 12No. replacement antennas, 24No. ERS units on the new tower headframe and 2No. 0.3m dishes on the new tower. Installation of 2No. replacement equipment cabinets, 4No. ERS racks on the new concrete base and ancillary equipment thereto Installation of a 2.1m high chainlink fence compound.	16/06/2021	No Response Sent	Other Consent Types

LLANDAFF

<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>
21/00906/DCH	13/04/2021	Mc Hale	HSE	15 HIGH STREET, LLANDAFF, CARDIFF, CF5 2DY	RETENTION OF REPLACEMENT WINDOWS IN FRONT ELEVATION	16/06/2021	Permission be granted	Householder
21/00990/MNR	21/04/2021	The Crescent Llandaff Residents Company Ltd.	FUL	THE CRESCENT, LLANDAFF, CARDIFF	PROPOSED UPPER FLOOR REPLACEMENT COMMUNAL WALKWAYS. SINGLE GLAZED ENCLOSED CIRCULATION SPACES UPGRADED AND SHAPE/PROFILE SIMPLIFIED	14/06/2021	Permission be granted	Householder

LLANDAFF NORTH

21/00291/DCH	09/02/2021	Ford	HSE	54 COLLEGE ROAD, LLANDAFF NORTH, CARDIFF, CF14 2JZ	TWO STOREY REAR EXTENSION	16/06/2021	Permission be granted	Householder
21/00340/DCH	11/02/2021	Jones	HSE	12 TY-MAWR ROAD, LLANDAFF NORTH, CARDIFF, CF14 2FN	PROPOSED TWO STOREY SIDE EXTENSION WITH DORMER LOFT EXTENSION	16/06/2021	Permission be granted	Householder
21/00951/DCH	19/04/2021	Woods	HSE	34 CHAMBERLAIN ROAD, LLANDAFF NORTH, CARDIFF, CF14 2LX	TWO STOREY SIDE EXTENSION	18/06/2021	Permission be granted	Householder
21/01358/DCH	28/05/2021	Pahl	NMH	16 HAZELHURST ROAD, LLANDAFF NORTH, CARDIFF, CF14 2FX	REVISION TO FLOOR PLANS TO SHOW SET-BACK UNDER OVERHANG AND 2 ROOFLIGHTS TO REAR - PREVIOUSLY APPROVED UNDER 20/01352/DCH	18/06/2021	Permission be granted	Non Material Householder

LLANISHEN

<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>
20/02448/MNR	25/11/2020	Dwr Cymru Welsh Water	LBC	GROUNDS OF LLANISHEN RESERVOIR, LISVANE ROAD, LISVANE, CARDIFF, CF14 0SA	REPAIR AND RESTORATION OF EXISTING EMBANKMENT STEPS, REPLACEMENT OF ONE SET OF EXISTING STEPS , INSTALLATION OF ONE NEW SET OF EMBANKMENT STEPS FROM SOUTH-WEST ENTRANCE, CONSTRUCTION OF A FOOTBRIDGE FROM THE FIRST FLOOR OF THE VISITOR HUB TO THE EMBANKMENT, INSTALLATION OF NEW FOOTPATHS ALONG EMBANKMENT AND NEW VEHICLE ACCESS ROAD FROM THE VISITOR HUB CAR PARK TO THE NEW SLIPWAY	17/06/2021	Permission be granted	Listed Buildings
21/01151/DCH	07/05/2021	Clarke	HSE	20 EVEREST WALK, LLANISHEN, CARDIFF, CF14 5AX	PROPOSED CONVERSION AND FIRST FLOOR DORMER EXTENSION OF EXISTING GARAGE TO FORM NEW GRANNY ANNEX	15/06/2021	Planning Permission be refused	Householder
TEL/21/00087/T	03/06/2021	Openreach	TEL	OS 7 WATTON CLOSE, LLANISHEN, CARDIFF, CF14 5DG	POLE NOTICE	16/06/2021	No Response Sent	Other Consent Types

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>
21/01093/MNR	30/04/2021	Cardiff Council	CLD	YSGOL BRO EIRWG, RIDGEWAY ROAD, LLANRUMNEY, CARDIFF, CF3 4AB	NEW ONE STOREY EXTENSION TO CREATE A NEW ENTRANCE LOBBY AND IMPROVE ITS USE WITH NEW ACCESSIBLE TOILET AND SEPARATE NURSERY ENTRANCE. NEW RAMP TO IMPROVE ACCESSIBILITY NEXT TO EXISTING STEPS	15/06/2021	Permission be granted	General Regulations
21/00973/DCH	21/04/2021	WILKIN / YELLEN	HSE	13 TIVERTON DRIVE, LLANRUMNEY, CARDIFF, CF3 4AX	SINGLE STOREY REAR EXTENSION, CONVERSION AND RE-ROOFING OF GARAGE AND HIP TO GABLE ROOF EXTENSION WITH REAR DORMER	15/06/2021	Permission be granted	Householder
21/01191/DCH	11/05/2021	Simms	HSE	70 LYNTON TERRACE, LLANRUMNEY, CARDIFF, CF3 4BS	SINGLE STOREY REAR EXTENSION	18/06/2021	Permission be granted	Householder

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>
TEL/21/00092/T	08/06/2021	Sinclair Dalby Ltd	TEL	FLINTEC LTD, CAXTON HOUSE, CAXTON PLACE, PENTWYN, CARDIFF, CF23 8HA	Removal of existing 17.9m Lattice tower in its entirety and existing equipment cabin; Installation of a replacement 30m Lattice tower on new concrete base; Installation of 12No. new antennas, 36No. ERS units on new headframe, 3No. 0.3m dishes on replacement Lattice tower and 2No. equipment cabinets, 4No. ERS racks installed on new concrete base and ancillary equipment thereto. Existing Other Licenced Operator (OLO) 3No. antennas and 2No. dishes to be relocated onto new Lattice tower.	16/06/2021	No Response Sent	Other Consent Types
21/00994/MNR	04/05/2021	ICL Care Ltd	CLD	161 BRYNHEULOG, PENTWYN, CARDIFF, CF23 7JE	CHANGE OF USE OF THE PROPERTY FROM A CLASS C3 (DWELLING) TO A CLASS C2 (RESIDENTIAL CARE HOME) FOR UP TO 2 PARENTS AND 2 CHILDREN SUPPORTED BY 2 MEMBERS OF STAFF	18/06/2021	Permission be granted	Other Consent Types
PENYLAN								
21/01048/DCH	26/04/2021	Bettinson	HSE	107 KIMBERLEY ROAD, PENYLAN, CARDIFF, CF23 5DP	SINGLE STOREY REAR EXTENSION	18/06/2021	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>
21/00234/DCH	03/02/2021	wilson	HSE	114 CARISBROOKE WAY, PENYLAN, CARDIFF, CF23 9HX	DOUBLE STOREY SIDE EXTENSION AND REAR SINGLE STOREY EXTENSION	18/06/2021	Permission be granted	Householder
21/00185/DCH	04/02/2021	Tamar Collier	HSE	36 DORCHESTER AVENUE, PENYLAN, CARDIFF, CF23 9BR	PROPOSED REAR EXTENSION AND ASSOCIATED EXTERNAL ALTERATIONS INCLUDING RAISED TERRRACE/STEPS TO REAR GARDEN	18/06/2021	Permission be granted	Householder
21/00935/DCH	11/05/2021	Deibel	CLD	84 AMESBURY ROAD, PENYLAN, CARDIFF, CF23 5DY	SINGLE STOREY REAR EXTENSION	15/06/2021	Permission be granted	Other Consent Types
21/01112/DCH	11/05/2021	Rong Chen	HSE	10 WASDALE CLOSE, PENYLAN, CARDIFF, CF23 5NY	FIRST FLOOR EXTENSION OVER GARAGE	18/06/2021	Permission be granted	Householder
PLASNEWYDD								
TEL/21/00088/T	04/06/2021	Dianne Perry	TEL	CARDIFF SS, NEWPORT ROAD, CARDIFF, CF24 1AG	PRE CONSULTATION - The proposed installation of a telecommunications base station consisting of a 20m monopole, 6 no antenna, 2 no 300mm dishes, 3 no cabinets with ancillary development thereto.	16/06/2021	No Response Sent	Other Consent Types
20/00424/MNR	19/02/2020	Mr Aleem Sheikh	DOC	158 RICHMOND ROAD, ROATH, CARDIFF, CF24 3BX	DISCHARGE OF CONDITIONS 3 (SOUND LEVELS), 4 (GROUND PERMEABILITY), 8 (BIN STORAGE) AND 9 (CYCLE PARKING) OF PLANNING PERMISSION 17/00100/MNR	18/06/2021	Refuse to Discharge	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>
21/00760/MNR	06/04/2021	BT Group	LBC	CONVERTED CHURCH, BANGOR STREET, ROATH, CARDIFF	INSTALLATION OF EXTERNAL AND INTERNAL CABLING	18/06/2021	Permission be granted	Listed Buildings
RADYR								
21/00388/DCH	16/02/2021	north	HSE	17 DAN-Y-BRYN AVENUE, RADYR, CARDIFF, CF15 8DD	DOUBLE STOREY SIDE AND SINGLE STOREY REAR EXTENSION INCLUDING ALTERATIONS TO MAIN ROOF	18/06/2021	Permission be granted	Householder
RHIWBINA								
20/02688/DCH	31/12/2020	GREGORY	HSE	1 CHARLOTTE SQUARE, RHIWBINA, CARDIFF, CF14 6ND	SINGLE STOREY FRONT EXTENSION AND SINGLE STOREY SIDE GARAGE EXTENSION	18/06/2021	Planning Permission be refused	Householder
21/01115/DCH	05/05/2021	DEIGHTON-JONES	HSE	77 BEULAH ROAD, RHIWBINA, CARDIFF, CF14 6LW	SINGLE AND DOUBLE REAR EXTENSION	18/06/2021	Permission be granted	Householder
21/01402/DCH	02/06/2021	Hall	NMH	5 HEOL ISCOED, RHIWBINA, CARDIFF, CF14 6PA	TO INSERT AN EXTERNAL DOOR FROM THE UTILITY ROOM TO SIDE ELEVATION & TO REPLACE ONE WINDOW WITH ENLARGED OPENING FOR BI-FOLD DOORS TO REAR ELEVATION - PREVIOUSLY APPROVED UNDER 21/0885/DCH	18/06/2021	Permission be granted	Non Material Householder
RIVERSIDE								
21/00797/MNR	07/04/2021	United Welsh Housing Association	FUL	122 LLANDAFF ROAD, PONTCANNA, CARDIFF, CF11 9PW	SINGLE STOREY REAR EXTENSION	18/06/2021	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>
21/00963/DCH	19/04/2021	Jones	HSE	30 SEVERN GROVE, PONTCANNA, CARDIFF, CF11 9EN	GROUND FLOOR REAR INFILL EXTENSION AND REAR DORMER ROOF EXTENSION WITH FRONT CONSERVATION ROOF WINDOWS	18/06/2021	Planning Permission be refused	Householder
21/00417/MJR	02/03/2021	Chegounchei	NMA	27-29 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9HA	AMENDMENTS RELATING TO INTERNAL AND EXTERNAL LAYOUTS - PREVIOUSLY APPROVED UNDER 17/02605/MJR	17/06/2021	Permission be granted	Non Material Amendment
21/00419/MJR	19/02/2021	Chegounchei	VAR	27-29 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9HA	VARIATION OF CONDITION 2 OF LBC 17/02700/MJR UNDER S19 OF THE PLANNING LISTED BUILDINGS AND CONSERVATION AREAS ACT 1990 (AS AMENDED) TO VARY THE DRAWINGS SUBMITTED TO ALLOW FOR ALTERATIONS TO INTERNAL LAYOUTS OF THE LISTED BUILDINGS FOLLOWING SITE SURVEY POST DEMOLITION	18/06/2021	Permission be granted	Renewals and Variation of Conditions
21/00673/DCH	18/03/2021	PAGE	HSE	65 FAIRLEIGH ROAD, PONTCANNA, CARDIFF, CF11 9JW	SINGLE STOREY REAR EXTENSION, REAR DORMER ROOF EXTENSION AND DETACHED HOME OFFICE IN REAR GARDEN	18/06/2021	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>
21/00554/DCH	18/03/2021	Wilcox	HSE	WESTGATE HOTEL, 49 COWBRIDGE ROAD EAST, RIVERSIDE, CARDIFF, CF11 9AD	REPLACEMENT OF ALL WINDOWS WITH SLIM LINE DOUBLE-GLAZED TIMBER WINDOWS AND RESTORATION AND REPAIR OF EXTERNAL FEATURES INCLUDING CHANGE OF COLOUR TO WHITE OF RAINWATER GOODS, SOFFITS, FASCIAS AND BARGEBOARDS	18/06/2021	Permission be granted	Householder
21/00555/DCH	18/03/2021	Wilcox	LBC	WESTGATE HOTEL, 49 COWBRIDGE ROAD EAST, RIVERSIDE, CARDIFF, CF11 9AD	REPLACEMENT OF ALL WINDOWS WITH NEW SLIM LINE DOUBLE-GLAZED TIMBER WINDOWS AND RESTORATION AND REPAIR OF EXTERNAL FEATURES INCLUDING CHANGE OF COLOUR TO WHITE OF RAINWATER GOODS, SOFFITS, FASCIAS AND BARGEBOARDS	18/06/2021	Permission be granted	Listed Buildings

<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>
20/01993/MJR	05/10/2020	Portabella	DOC	REAR OF 35 ROMILLY CRESCENT AND 70-72 LLANDAFF ROAD, PONTCANNA, CARDIFF	DISCHARGE OF CONDITIONS 3 (LANDSCAPING), 8 (LLANDAFF ROAD HIGHWAY WORKS PUBLIC REALM SCHEME), 9 (DETAILS OF ACCESS ROAD JUNCTION WITH ROMILLY CRESCENT), 10 (FOUL DRAINAGE), 11 (CEMP), 12 (SOUND INSULATION), 13 (ROAD TRAFFIC NOISE), 14 (PLANT NOISE), 15 (FUTURE KITCHEN EXTRACTION), 16 (CONTAMINATED LAND MEASURES-ASSESSMENT) AND 17 (CONTAMINATED LAND MEASURES - REMEDIATION AND VERIFICATION PLAN) OF 19/02071/MJR	14/06/2021	Partial Discharge of Condition (s)	Discharge of Conditions

RUMNEY

21/00971/MNR	21/04/2021	Coombs	FUL	LAND AT LAMBY WAY WORKSHOPS, LAMBY WAY, WENTLOOG, CARDIFF, CF3 2EQ	CONSTRUCTION OF COFFEE SHOP UTILISING 2NO. CONVERTED SHIPPING CONTAINERS WITH ASSOCIATED OUTDOOR SEATING, ROOF TERRACE AND 3NO. PARKING SPACES	18/06/2021	Permission be granted	Minor - Retail (A1-A3)
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WHITCHURCH/TONGWYNLAIS

<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>
21/00900/MNR	14/04/2021	Baynham	DOC	AINON BAPTIST CHURCH, MARKET STREET, TONGWYNLAIS, CARDIFF, CF15 7NS	DISCHARGE OF CONDITIONS 3 (SCHEME OF HISTORIC ENVIRONMENT MITIGATION) AND 4 (PERMEABILITY ASSESSMENT) OF 19/01218/MNR	18/06/2021	Full Discharge of Condition	Discharge of Conditions
21/00535/DCH	23/03/2021	BROOKS	HSE	207 COLLEGE ROAD, WHITCHURCH, CARDIFF, CF14 2NT	RAISE ROOF TO EXISTING LEAN-TO AND SIDE EXTENSION	18/06/2021	Permission be granted	Householder
PRAP/21/00022/MNR	06/05/2021	Telefonica UK Limited (on behalf of Cornerstone)	PAT	LAND OFF LONGWOOD DRIVE, WHITCHURCH	INSTALLATION OF 20M MONOPOLE ACOMODATING 6NO. ANTENNAS, 2NO. MICROWAVE DISHES AND INSTALLATION OF 1NO. EQUIPMENT CABINET	14/06/2021	No Prior Approval required	Other Consent Types
21/01083/DCH	29/04/2021	Pryde	HSE	17 CAE LEWIS, TONGWYNLAIS, CARDIFF, CF15 7LQ	SINGLE STOREY FRONT EXTENSION	15/06/2021	Permission be granted	Householder
21/01242/DCH	14/05/2021	Jones	HSE	66 PARK ROAD, WHITCHURCH, CARDIFF, CF14 7BR	DEMOLITION OF GARAGE AND SMALL LEAN-TO SIDE ELEVATION AND CONSTRUCTION OF GROUND FLOOR REAR EXTENSION AND GABLE END ROOF EXTENSION WITH REAR DORMER	18/06/2021	Permission be granted	Householder

Cardiff Council : Strategic Planning And Environment : Development Control

Applications Decided between 21/06/2021 and 25/06/2021

<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								
21/01154/MNR	12/05/2021	Guru Estates	FUL	6-7 UPPER CLIFTON STREET, CLIFTON STREET, ADAMSDOWN, CARDIFF, CF24 1PU	CHANGE OF USE FROM VACANT SHOP TO CLASS A3 - TAKEAWAY / RESTAURANT	21/06/2021	Permission be granted	Minor - Retail (A1-A3)
21/01334/MJR	26/05/2021	c/o Agent	DOC	ADAMS COURT, NORTH LUTON PLACE, ADAMSDOWN, CARDIFF, CF24 0NA	DISCHARGE OF CONDITIONS 6 (CYCLE PARKING) AND 7 (REFUSE STORE) OF 20/01550/MJR	23/06/2021	Full Discharge of Condition	Discharge of Conditions
21/00577/MNR	11/05/2021	Cardiff and Vale University Health Board	FUL	CARDIFF ROYAL INFIRMARY, NEWPORT ROAD, ADAMSDOWN, CARDIFF, CF24 0SZ	INSTALLATION OF TEMPORARY DISPENSING AND TREATMENT TEAM (DATT) MODULAR BUILDING	24/06/2021	Permission be granted	Minor - Other Principal Uses
BUTETOWN								
21/00830/MNR	06/04/2021	Evans	FUL	LAND ADJACENT TO 11 AND 12 NEWBY COURT, CELERITY DRIVE, ATLANTIC WHARF, CARDIFF	CONSTRUCTION OF TWO DWELLINGS WITH EXTERNAL AMENITY SPACES, PEDESTRIAN AND VEHICULAR ACCESS AND NEW BIN/BICYCLE STORAGE AREAS	25/06/2021	Planning Permission be refused	Minor - Dwellings (C3)
CANTON								
21/00669/DCH	13/04/2021	Shadi	HSE	93 BROAD STREET, CANTON, CARDIFF, CF11 8BW	SINGLE STOREY REAR EXTENSION AND HIP TO GABLE EXTENSION WITH REAR DORMER	24/06/2021	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>
21/01186/DCH	20/05/2021	GALEA	CLD	58 LECKWITH AVENUE, CANTON, CARDIFF, CF11 8HQ	REAR SINGLE STOREY EXTENSION AND REAR DORMER	21/06/2021	Permission be granted	Other Consent Types

CATHAYS

21/01063/MNR	27/04/2021	Alliance House Properties Ltd	FUL	ALLIANCE HOUSE, 18-19 HIGH STREET, CITY CENTRE, CARDIFF, CF10 1PT	REPLACEMENT GATES AT QUAY STREET CAR PARK ENTRANCE OF ALLIANCE HOUSE	21/06/2021	Permission be granted	Other Consent Types
21/01175/DCH	10/05/2021	Winter	HSE	28 COBURN STREET, CATHAYS, CARDIFF, CF24 4BS	SMALL INCREASE TO WIDTH TO EXISTING 2 STOREY REAR PROJECTION, 2 VELUX ROOFLIGHTS, WIDEN EXISTING REAR PATIO DOOR AND REMOVAL OF EXISTING CHIMNEY	21/06/2021	Permission be granted	Householder
21/01298/MNR	25/05/2021	The Body Shop International Ltd	FUL	6 TOWN WALL SOUTH, CITY CENTRE, CARDIFF, CF10 2EW	NEW SHOPFRONT	22/06/2021	Permission be granted	Minor - Retail (A1-A3)
21/00779/MJR	29/03/2021	Watkin Jones and Son Ltd	DOC	LAND BOUND BY CUSTOM HOUSE STREET, BUTE STREET AND HOPE STREET, CARDIFF	DISCHARGE OF CONDITION 14 (DRAINAGE) OF 17/02325/MJR	21/06/2021	Full Discharge of Condition	Discharge of Conditions
21/00561/MNR	12/03/2021	Churchill Way Estates Ltd	FUL	17, 33 & 34 CHURCHILL VILLAS, CHURCHILL WAY, CITY CENTRE, CARDIFF, CF10 2EA	CHANGE OF USE ONLY OF 3NO. SELF-CONTAINED, GROUND FLOOR COMMERCIAL UNITS (USE CLASS B1) TO 3NO. RESIDENTIAL APARTMENTS (USE CLASS C3)	21/06/2021	Withdrawn by Applicant	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>
21/00640/MNR	23/03/2021	SALIH	FUL	55 MINNY STREET, CATHAYS, CARDIFF, CF24 4ET	CHANGE OF USE FROM 6 BED C4 HMO TO 7 BED SUI GENERIS HMO WITH REAR DORMER EXTENSION AND GROUND FLOOR REAR EXTENSIONS	23/06/2021	Planning Permission be refused	Minor - Dwellings (C3)
21/00961/DCH	19/04/2021	Jones	HSE	50 MINNY STREET, CATHAYS, CARDIFF, CF24 4ES	GROUND FLOOR REAR EXTENSION	23/06/2021	Permission be granted	Householder
21/01039/MNR	22/04/2021	FROTAN	FUL	8 DUKE STREET, CITY CENTRE, CARDIFF, CF10 1AY	CHANGE OF USE TO A3 TAKEAWAY	25/06/2021	Permission be granted	Minor - Retail (A1-A3)
21/01133/MNR	04/05/2021	Nebauer	FUL	48 MONTHERMER ROAD, CATHAYS, CARDIFF, CF24 4RA	DEMOLITION OF EXISTING LEAN TO SHED AND CONVERSION AND EXTENSION OF EXISTING COACH HOUSE INTO RESIDENTIAL DWELLING	25/06/2021	Permission be granted	Minor - Dwellings (C3)
21/01236/MNR	17/05/2021	MAP Developments Cardiff Limited	FUL	11 ST JOHN STREET, CITY CENTRE, CARDIFF, CF10 1GL	CHANGE OF USE FROM USE CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) TO USE CLASS A3 (FOOD AND DRINK)	25/06/2021	Permission be granted	Minor - Retail (A1-A3)

<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/21/00095/T	10/06/2021	Maxema Ltd	TEL	ROOFTOP, 2 QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2BU	PRE-CONSULTATION - The installation of 3no. new antennas, RRU's, and 1no. dish, the relocation of the existing 9no. antennas, RRU's, and 1no. dish, onto proposed 2no. 4.6m and 4no. 4.0m support poles located on the existing rooftop. The installation of new equipment within the existing equipment cabinets, along with minor ancillary works.	25/06/2021	No Response Sent	Other Consent Types

CREIGAU/ST FAGANS

TEL/21/00098/T	14/06/2021	Dot Surveying Ltd	TEL	LLANTRISANT ROAD (A4119), CARDIFF, CF15 8GP	PRE-CONSULTATION - Proposed 20m high H3G Phase 8 street pole and associated ancillary cabinets	25/06/2021	No Response Sent	Other Consent Types
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CYNCOED

21/00807/MNR	31/03/2021	Card	FUL	22 DUFFRYN CLOSE, CYNCOED, CARDIFF, CF23 6HT	NEW FIRST FLOOR BALCONY AND ACCESSED FROM EXISTING STAIR WELL WITH NEWLY CREATED DOORWAY	25/06/2021	Planning Permission be refused	Householder
21/00921/DCH	14/04/2021	Bowers	HSE	11 DUFFRYN ROAD, CYNCOED, CARDIFF, CF23 6NP	SINGLE STOREY SIDE EXTENSION RAISED PATIO/DECKING AREA AND ALTERATIONS	23/06/2021	Permission be granted	Householder
21/00922/DCH	14/04/2021	Bowers	HSE	11 DUFFRYN ROAD, CYNCOED, CARDIFF, CF23 6NP	GROUND FLOOR AND FIRST FLOOR EXTENSIONS RAISED PATIO/DECKING AREA AND ALTERATIONS	23/06/2021	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>
21/00979/MNR	22/04/2021	Sehrawat	FUL	21 LLANDENNIS ROAD, CYNCOED, CARDIFF, CF23 6EE	DEMOLITION OF EXISTING BUNGALOW AND CONSTRUCTION OF NEW DWELLING	24/06/2021	Withdrawn by Applicant	Minor - Dwellings (C3)
21/00835/DCH	07/04/2021	Payne	HSE	17 WOODVALE AVENUE, CYNCOED, CARDIFF, CF23 6SP	REAR DORMER ROOF EXTENSION INCLUDING RAISING OF RIDGE	21/06/2021	Permission be granted	Householder
21/00602/DCH	11/03/2021	ALI	HSE	309 CYNCOED ROAD, CYNCOED, CARDIFF, CF23 6PB	SINGLE STOREY REAR EXTENSION AND EXTERNAL ALTERATIONS	21/06/2021	Permission be granted	Householder
21/00433/DCH	23/02/2021	Rooney	HSE	68 LAKESIDE DRIVE, LAKESIDE, CARDIFF, CF23 6DG	PROPOSED CONVERSION AND EXTENSION OF GARAGE AND STORE INTO ADDITIONAL ROOM AND HOME OFFICE	21/06/2021	Permission be granted	Householder
21/01164/DCH	13/05/2021	Dineen	CLD	8 WOODLAND CRESCENT, CYNCOED, CARDIFF, CF23 6BU	CONSTRUCTION OF A REAR DORMER ROOF EXTENSION	22/06/2021	Withdrawn by Applicant	Other Consent Types
21/00598/DCH	23/03/2021	OGBONNA	HSE	398 CYNCOED ROAD, CYNCOED, CARDIFF, CF23 6SA	GROUND FLOOR REAR AND FIRST FLOOR SIDE AND REAR EXTENSIONS, REMOVAL OF FRONT EXTENSION, UPGRADE EXISTING GARAGE AND PORCH CANOPY	23/06/2021	Permission be granted	Householder

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21/00401/MJR	03/03/2021	LCB Construction	RES	84-86 SEVENOAKS ROAD, ELY, CARDIFF	RESERVED MATTERS APPLICATION IN RESPECT OF ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE PURSUANT TO OUTLINE PLANNING APPROVAL 16/01839/MJR	25/06/2021	Permission be granted	Major - Dwellings (C3)

FAIRWATER

21/00055/DCH	13/01/2021	Price	HSE	83 ST FAGANS ROAD, FAIRWATER, CARDIFF, CF5 3AE	TWO STOREY SIDE EXTENSION, DEMOLITION OF REAR WING, GARAGE CONVERSION INTO ANNEXE LIVING SPACE AND NEW ACCESS CROSSOVER	21/06/2021	Permission be granted	Householder
21/00947/DCH	19/04/2021	Fish	HSE	36 HIRST CRESCENT, FAIRWATER, CARDIFF, CF5 3LH	SINGLE STOREY REAR EXTENSION	23/06/2021	Permission be granted	Householder

GABALFA

21/00804/MNR	31/03/2021	Ogle	FUL	61 WHITCHURCH ROAD, GABALFA, CARDIFF, CF14 3JP	CONVERSION OF GROUND FLOOR FROM A1 RETAIL SPACE TO D1 SPORTS MASSAGE CENTRE	21/06/2021	Permission be granted	Minor - Other Principal Uses
21/01102/DCH	04/05/2021	Corrigan	HSE	20 HEATHFIELD ROAD, GABALFA, CARDIFF, CF14 3JY	REAR DORMER ROOF EXTENSION	25/06/2021	Planning Permission be refused	Householder

GRANGETOWN

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21/01122/MNR	05/05/2021	PAGET PARTNERSHIP	FUL	170 CLARE ROAD, GRANGETOWN, CARDIFF, CF11 6RX	CHANGE OF USE OF GROUND FLOOR FROM OFFICES TO A3 RESTAURANT AND TAKE AWAY WITH INSTALLATION OF FUME EXTRACTION SYSTEM.	25/06/2021	Permission be granted	Minor - Retail (A1-A3)
21/01303/DCH	26/05/2021	Houghton	CLD	44 TAFFS MEAD EMBANKMENT, GRANGETOWN, CARDIFF, CF11 6RH	CONSTRUCTION OF A REAR DORMER ROOF EXTENSION AND INSERTION OF ROOFLIGHTS TO THE FRONT ELEVATION	23/06/2021	Permission be granted	Other Consent Types
21/01147/DCH	10/05/2021	Lewis	HSE	1 PENTRE GARDENS, GRANGETOWN, CARDIFF, CF11 6QJ	SINGLE STOREY SIDE EXTENSION	24/06/2021	Permission be granted	Householder
HEATH								
21/01169/DCH	10/05/2021	Mellett	HSE	17 ST GOWAN AVENUE, HEATH, CARDIFF, CF14 4JX	DEMOLITION OF EXISTING DETACHED GARAGE AND CONSTRUCTION OF SINGLE STOREY REAR EXTENSION AND CONSTRUCTION OF A DETACHED STORE	24/06/2021	Permission be granted	Householder
21/01117/DCH	06/05/2021	THOMAS	HSE	11 PUM ERW ROAD, BIRCHGROVE, CARDIFF, CF14 4PE	SINGLE REAR EXTENSION	24/06/2021	Permission be granted	Householder
21/01321/DCH	26/05/2021	Little	CLD	43 ST CADOC ROAD, HEATH, CARDIFF, CF14 4ND	GABLED END EXTENSION WITH REAR DORMER	24/06/2021	Permission be granted	Other Consent Types

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21/00889/DCH	12/04/2021	MANNING	HSE	1 ST AUGUSTINE ROAD, HEATH, CARDIFF, CF14 4BD	PROPOSED SINGLE STOREY EXTENSION TO REAR OF PROPERTY AND DOUBLE STOREY EXTENSION TO SIDE OF PROPERTY WITH HIP TO GABLE AND REAR DORMER ROOF EXTENSIONS	23/06/2021	Permission be granted	Householder
21/00778/DCH	01/04/2021	Hussain	HSE	32 CAEGWYN ROAD, HEATH, CARDIFF, CF14 1TB	SINGLE STOREY REAR/SIDE EXTENSIONS, GABLE END REAR AND FRONT ROOF EXTENSION AND SIDE DORMER ROOF EXTENSIONS	21/06/2021	Permission be granted	Householder
21/00865/DCH	08/04/2021	Elliott	HSE	120 HEATHWOOD ROAD, HEATH, CARDIFF, CF14 4BQ	TWO STOREY SIDE EXTENSION AND SINGLE STOREY REAR EXTENSION	21/06/2021	Permission be granted	Householder
21/01424/MJR	07/06/2021	Wates Residential	NMA	FORMER HIGHFIELDS CENTRE, 18 ALLENSBANK ROAD, HEATH, CARDIFF	REDUCTION OF CANTILEVERED ROOF OVERHANG	21/06/2021	Permission be granted	Non Material Amendment
21/00898/DCH	13/04/2021	Waite	HSE	145 KING GEORGE V DRIVE EAST, HEATH, CARDIFF, CF14 4EN	SINGLE STOREY EXTENSIONS AND INCREASE AND ALTERATIONS TO ROOF HEIGHT AND CONFIGURATION TO CREATE DORMER BUNGALOW AND ERECTION OF NEW GARDEN STORE	25/06/2021	Permission be granted	Householder
LISVANE								
21/01304/DCH	02/06/2021	Borley	CLD	11 CHURCH CLOSE, LISVANE, CARDIFF, CF14 0SL	EXTENSION TO EXISTING DORMER ROOF EXTENSION	25/06/2021	Permission be granted	Other Consent Types

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21/00672/DCH	23/03/2021	Powell	HSE	35 MILL ROAD, LISVANE, CARDIFF, CF14 0XH	DEMOLITION OF EXISTING CONSERVATORY AND CONSTRUCTION OF GROUND AND FIRST FLOOR EXTENSION TO REAR	21/06/2021	Permission be granted	Householder
21/00522/DCH	08/03/2021	Prosser	HSE	34 CLOS LLYSFAEN, LISVANE, CARDIFF, CF14 0UP	CONSTRUCTION OF A TWO STOREY EXTENSION TO FRONT ELEVATION	21/06/2021	Planning Permission be refused	Householder
21/00793/DCH	30/03/2021	Jones	HSE	43 MILLWOOD, LISVANE, CARDIFF, CF14 0TL	EXISTING REAR TWO STOREY EXTENSION TO BE INCREASED IN HEIGHT ALONG WITH ASSOCIATED WORKS	23/06/2021	Permission be granted	Householder
LLANDAFF								
21/00759/DCH	25/03/2021	Bayoomi	HSE	110 PENCISELY ROAD, LLANDAFF, CARDIFF, CF5 1DQ	PROPOSED SINGLE STOREY REAR GARDEN ROOM	23/06/2021	Permission be granted	Householder
21/01495/DCH	15/06/2021	Jehu Group	DOC	22 PENCISELY ROAD, LLANDAFF, CARDIFF, CF5 1DG	DISCHARGE OF CONDITION 5 (EXTERNAL FINISHING MATERIALS) OF 21/00113/DCH	23/06/2021	Full Discharge of Condition	Discharge of Conditions
21/00943/DCH	19/04/2021	Ford	HSE	7 INSOLE GROVE WEST, LLANDAFF, CARDIFF, CF5 2HH	SINGLE STOREY SIDE PORCH EXTENSION	21/06/2021	Permission be granted	Householder

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20/02098/MJR	02/11/2020	Taylor Wimpey Plc	NMA	FORMER BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF	VARY PLANS RELATING TO THE CRESCENT, COURTYARD AND KEYSTONE BUILDINGS TO REDUCE THEIR OVERALL HEIGHT AND TO REVISE THE FOOTPRINT OF THE CRESCENT BUILDING BY MOVING IT 1.5M IN A NORTH-WEST DIRECTION - PREVIOUSLY APPROVED UNDER 16/01059/MJR	22/06/2021	Withdrawn by Applicant	Non Material Amendment
20/02271/MJR	04/11/2020	Taylor Wimpey Plc	NMA	BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF, CF5 2YQ	VARIATION OF CONDITION 1 PREVIOUSLY APPROVED UNDER 15/00799/MJR TO ALLOW A LONGER TIME SCALE FOR SUBMISSION OF RESERVED MATTERS AND THE COMMENCEMENT OF DEVELOPMENT IN RESPECT OF THE AREA IDENTIFIED ON THE PLAN NUMBERED A(P)-01	22/06/2021	Withdrawn by Applicant	Non Material Amendment

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20/02272/MJR	04/11/2020	Taylor Wimpey Plc	VAR	BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF, CF5 2YQ	VARIATION OF CONDITION 1 OF 15/00799/MJR TO VARY THE TIME SCALES FOR SUBMISSION OF RESERVED MATTERS AND THE COMMENCEMENT OF DEVELOPMENT IN RESPECT OF THE AREA IDENTIFIED ON THE PLAN NUMBERED A(P)-01	22/06/2021	Withdrawn by Applicant	Renewals and Variation of Conditions

20/02273/MJR	04/11/2020	Taylor Wimpey Plc	VAR	BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF, CF5 2YQ	VARIATION OF CONDITION 1 OF 15/00799/MJR TO VARY THE TIME SCALES FOR SUBMISSION OF RESERVED MATTERS AND THE COMMENCEMENT OF DEVELOPMENT LINKED TO THE FIRST RESERVED MATTERS APPROVAL NUMBERED 16/01059/MJR	22/06/2021	Withdrawn by Applicant	Renewals and Variation of Conditions
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LLANDAFF NORTH

21/00824/DCH	06/04/2021	Beames	HSE	21 GABALFA AVENUE, LLANDAFF NORTH, CARDIFF, CF14 2SG	HIP TO GABLE EXTENSION WITH REAR DORMER	21/06/2021	Permission be granted	Householder
21/00800/DCH	30/03/2021	Davies	HSE	29 TY-MAWR ROAD, LLANDAFF NORTH, CARDIFF, CF14 2FN	REAR SINGLE STOREY EXTENSION	24/06/2021	Permission be granted	Householder
21/01338/DCH	01/06/2021	AHMED	CLD	8 CEFN ROAD, LLANDAFF NORTH, CARDIFF, CF14 3HS	HIP TO GABLE ROOF EXTENSION WITH DORMER	24/06/2021	Permission be granted	Other Consent Types

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21/01126/DCH	10/05/2021	Clements	HSE	83 TY-MAWR ROAD, LLANDAFF NORTH, CARDIFF, CF14 2FP	SINGLE STOREY EXTENSION AND INTERNAL ALTERATIONS	24/06/2021	Permission be granted	Householder
21/01167/MNR	17/05/2021	Dando	VAR	PART OF LAND AT 212, GABALFA AVENUE, LLANDAFF NORTH, CARDIFF	VARIATION OF CONDITION 2 OF 16/01645/MNR TO AMEND APPROVED PLANS	25/06/2021	Planning Permission be refused	Renewals and Variation of Conditions
LLANISHEN								
21/00776/MNR	07/04/2021	Vlachidas	FUL	LAND AT 1 HEOL GWYNDAF, LLANISHEN, CARDIFF, CF14 5QB	CONSTRUCTION OF A TWO STOREY DETACHED DWELLING AND ASSOCIATED AMENITY SPACE AND OFF STREET PARKING	25/06/2021	Permission be granted	Minor - Dwellings (C3)
21/00566/DCH	10/03/2021	Bari	HSE	16 WAVELL CLOSE, LLANISHEN, CARDIFF, CF14 5LQ	SINGLE STOREY EXTENSION TO THE FRONT ELEVATION AND CONSERVATORY EXTENSION TO THE REAR	25/06/2021	Permission be granted	Householder
21/01046/DCH	18/05/2021	Mr Johns	HSE	13 COPPERFIELD DRIVE, LLANISHEN, CARDIFF, CF14 9DD	CONSERVATORY TO REAR ELEVATION	23/06/2021	Permission be granted	Householder
21/00560/DCH	09/03/2021	Jones	HSE	16 BRIARMEADOW DRIVE, THORNHILL, CARDIFF, CF14 9FB	SECOND STOREY FRONT/SIDE EXTENSION	21/06/2021	Planning Permission be refused	Householder
21/00982/DCH	22/04/2021	Mrs Shelagh Cullinane	HSE	160 TY GLAS ROAD, LLANISHEN, CARDIFF, CF14 5EH	DOUBLE STOREY REAR EXTENSION AND EXTENSION TO FRONT PORCH	21/06/2021	Permission be granted	Householder

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20/01868/MNR	18/09/2020	Ilewellin	FUL	25 AVONRIDGE, THORNHILL, CARDIFF, CF14 9AU	CONVERSION OF EXISTING PROPERTY INTO 2 DWELLINGS INCLUDING FIRST FLOOR SIDE EXTENSION AND ASSOCIATED WORKS	23/06/2021	Planning Permission be refused	Other Consent Types
21/01192/DCH	11/05/2021	Kitchen	HSE	93 PINECREST DRIVE, THORNHILL, CARDIFF, CF14 9DU	REAR DORMER ROOF EXTENSION	21/06/2021	Planning Permission be refused	Householder
PENTWYN								
21/01275/DCH	21/05/2021	Hill	CLD	216 GLYN EIDDEW, PENTWYN, CARDIFF, CF23 7BT	SINGLE STOREY SIDE EXTENSION	21/06/2021	Permission be granted	Other Consent Types
PENTYRCH								
21/00541/DCH	09/03/2021	Davidson	HSE	PENTIR HIR, HEOL-Y-PENTRE, PENTYRCH, CARDIFF, CF15 9QE	TWO STOREY REAR EXTENSIONS, CONSTRUCTION OF SIDE PORCH, EXTENSION TO EXISTING GARAGE AND RESURFACE OF DRIVEWAY	25/06/2021	Permission be granted	Householder
PRNO/21/00006/MNR	24/03/2021	P. SMITH & L O'NEIL-SMITH	PRNO	GRAIG GWILYM, EFAIL ISAF ROAD, PENTYRCH, CARDIFF, CF15 9NQ	CONSTRUCT A LIVESTOCK WINTERING BARN	25/06/2021	Prior Approval be granted	Other Consent Types
PENYLAN								
21/00785/DCH	31/03/2021	Parkinson	HSE	31 TY-DRAW ROAD, PENYLAN, CARDIFF, CF23 5HB	PROPOSED REAR DORMER ROOF EXTENSIONS WITH ASSOCIATED ALTERATIONS	25/06/2021	Permission be granted	Householder

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21/00214/MNR	23/02/2021	Telefonica UK Limited (on behalf of Cornerstone)	FUL	COLCHESTER AVENUE INDUSTRIAL ESTATE, COLCHESTER AVENUE, PENYLAN, CARDIFF, CF23 9AP	THE REPLACEMENT OF THE EXISTING 17.5M LATTICE TOWER WITH A NEW 25M LATTICE TOWER, ACCOMMODATING 18NO. NEW ANTENNAS, 2NO. MICROWAVE DISHES, THE REPLACEMENT / INSTALLATION OF EQUIPMENT WITHIN THE EXISTING CABIN, ALONG WITH MINOR ANCILLARY WORKS	25/06/2021	Planning Permission be refused	Other Consent Types
21/00868/DCH	20/04/2021	LEWIS	HSE	34 EARL'S COURT ROAD, PENYLAN, CARDIFF, CF23 9DE	DEMOLITION OF EXISTING DETACHED GARAGE AND CONSTRUCTION OF SINGLE STOREY SIDE AND REAR EXTENSION AND HIP TO GABLE ROOF EXTENSION WITH REAR DORMER	23/06/2021	Permission be granted	Householder
21/00283/MNR	05/02/2021	GUO	FUL	113 COLCHESTER AVENUE, PENYLAN, CARDIFF, CF23 9AY	PROPOSED CONVERSION OF EXISTING DOUBLE GARAGE AND BEDROOM ABOVE TO FORM 2NO. SELF CONTAINED 1 BED FLATS WITH ASSOCIATED BINS AND CYCLE STORAGE	25/06/2021	Permission be granted	Minor - Dwellings (C3)

PLASNEWYDD

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21/00965/MNR	23/04/2021	ALBLILI	FUL	185 CITY ROAD, ROATH, CARDIFF, CF24 3JB	PROPOSED SINGLE STOREY FRONT AND REAR EXTENSIONS TO ALLOW FOR THE ENLARGEMENT OF EXISTING A3 GROUND FLOOR PREMISES AND ALTERATIONS TO LAYOUT OF EXISTING GROUND FLOOR REAR FLAT.	23/06/2021	Planning Permission be refused	Minor - Retail (A1-A3)
21/01395/MNR	01/06/2021	Sports Performance Services Ltd	NMA	33 THE PARADE, ROATH, CARDIFF, CF24 3AD	AMENDMENTS AS FOLLOWS: REMOVAL OF SECOND FLOOR EXTENSION, ALTERATIONS TO ROOF OF PROPOSED FIRST FLOOR EXTENSION, REMOVAL OF WINDOW - FRONT ELEVATION GROUND FLOOR, REVISION TO WINDOWS AND DOORS - SIDE ELEVATION SOUTH WEST - PREVIOUSLY APPROVED UNDER 17/02425/MNR	23/06/2021	Permission be granted	Non Material Amendment
20/02138/MNR	20/10/2020	Kaspa's Cwmbran Ltd	FUL	41-43 ALBANY ROAD, ROATH, CARDIFF, CF24 3LJ	INSTALLATION OF EXTRACTION EQUIPMENT TO REAR ELEVATION	21/06/2021	Permission be granted	Other Consent Types
PONTPRENNAU/ST MELLONS								
21/01224/DCH	14/05/2021	CARTER	CLD	HILLSIDE, BEGAN ROAD, OLD ST MELLONS, CARDIFF, CF3 6XJ	REMOVAL OF CONSERVATORY AND ERECTION OF NEW SINGLE STOREY EXTENSION	21/06/2021	Permission be granted	Other Consent Types

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21/01025/DCH	26/04/2021	REGAN	HSE	3 TY'R WINCH ROAD, OLD ST MELLONS, CARDIFF, CF3 5UU	PROPOSED SINGLE STOREY EXTENSION TO REAR	24/06/2021	Permission be granted	Householder

RADYR

21/00908/DCH	13/04/2021	Graham	HSE	2 CAE'R GRAIG, RADYR, CARDIFF, CF15 8RD	FRONT PORCH EXTENSION AND CHANGE OF FLAT ROOFS TO PITCH ROOFS TO REAR SINGLE-STOREY EXTENSION	21/06/2021	Permission be granted	Householder
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RHIWBINA

21/00703/DCH	23/03/2021	King	HSE	59 HEOL-Y-NANT, RHIWBINA, CARDIFF, CF14 6BT	GARAGE EXTENSION AND PARTIAL CONVERSION TO GARDEN ROOM	22/06/2021	Permission be granted	Householder
21/00587/DCH	11/03/2021	MANNING	HSE	66 WENALLT ROAD, RHIWBINA, CARDIFF, CF14 6SE	SINGLE AND DOUBLE STOREY REAR EXTENSION, GABLE END ROOF EXTENSION WITH REAR DORMER, FRONT PORCH AND DETACHED GARDEN SHED IN REAR GARDEN	25/06/2021	Permission be granted	Householder
21/00999/DCH	21/04/2021	BARKER	HSE	33 PORTHAMAL ROAD, RHIWBINA, CARDIFF, CF14 6AQ	SINGLE STOREY REAR EXTENSION AND HIP TO GABLE ROOF EXTENSION WITH REAR DORMER	25/06/2021	Permission be granted	Householder
21/01052/MNR	28/04/2021	Cox	FUL	15 THORNHILL ROAD, RHIWBINA, CARDIFF, CF14 6PD	SINGLE AND DOUBLE STOREY REAR EXTENSION AND ASSOCIATED WORKS	25/06/2021	Planning Permission be refused	Minor - Other Principal Uses

RIVERSIDE

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21/00206/DCH	15/04/2021	GALLIMORE	HSE	7 PLASTURTON PLACE, PONTCANNA, CARDIFF, CF11 9HP	PROPOSED SINGLE STOREY SIDE EXTENSION AT THE REAR	25/06/2021	Permission be granted	Householder
21/01416/MJR	03/06/2021	CPD Cathedral Ltd	DOC	32 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9UQ	DISCHARGE OF CONDITION 7 (MATERIALS) OF 21/00212/MJR	25/06/2021	Full Discharge of Condition	Discharge of Conditions
A/21/00072/MNR	14/05/2021	Lewis	ADV	WARDEN'S COTTAGE, COWBRIDGE ROAD EAST, SOPHIA GARDENS, CARDIFF	NEW SIGNAGE	21/06/2021	Permission be granted	Advertisements
21/01125/DCH	05/05/2021	Evans	CLD	203 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9PN	EXTEND THE EXISTING KITCHEN TO THE SIDE ELEVATION. THE OVERALL WIDTH WOULD NOT EXCEED 1.75m, AND WOULD BE 0.40m FROM EXISTING WALL. THERE ARE NO WINDOWS TO THE SIDE ELEVATION. THE PROPOSAL WOULD HAVE NO ADVERSE EFFECTS ON ADJOINING PROPERTIES	21/06/2021	Planning Permission be refused	Other Consent Types
21/01320/DCH	26/05/2021	Hale	CLD	17 MALDWYN STREET, PONTCANNA, CARDIFF, CF11 9JR	REAR DORMER ROOF EXTENSION	24/06/2021	Permission be granted	Other Consent Types
RUMNEY								
21/00742/DCH	24/03/2021	Cann	HSE	3 LAUGHARNE ROAD, RUMNEY, CARDIFF, CF3 3HY	REMOVAL OF AN EXISTING SINGLE STOREY SIDE EXTENSION AND CONSTRUCTION OF A NEW TWO STOREY SIDE EXTENSION	24/06/2021	Planning Permission be refused	Householder

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21/01155/DCH	07/05/2021	Edwards	HSE	2 SOUTH VIEW DRIVE, RUMNEY, CARDIFF, CF3 3LY	RETENTION OF FIRST FLOOR BATHROOM EXTENSION ON EXISTING GROUND FLOOR EXTENSION	25/06/2021	Permission be granted	Householder

SPLOTT

21/01292/MNR	20/05/2021	Bainton	FUL	23 EYRE STREET, SPLOTT, CARDIFF, CF24 2JS	CHANGE OF USE FROM A 3 BED HOUSE, INTO 3 X 1 BED FLATS. INCLUDING A SINGLE STORY REAR EXTENSION, AND REAR DORMER/LOFT CONVERSION	25/06/2021	Permission be granted	Minor - Dwellings (C3)
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21/00375/MNR	16/02/2021	Celsa Manufacturing (UK) Ltd.	CLD	LAND AT ROVER WAY, PENGAM	INSTALLATION OF SHEAR BALER MACHINE AND ASSOCIATED CONTROL BUILDING, HARDSTANDING AND SUSTAINABLE DRAINAGE SYSTEM (SUDS)	25/06/2021	Permission be granted	Other Consent Types
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20/01591/MNR	19/08/2020	Boomerang Cardiff	FUL	UNIT 7 AND 8, CLYDESMUIR ROAD INDUSTRIAL ESTATE, CLYDESMUIR ROAD, TREMORFA, CARDIFF, CF24 2QS	CHANGE OF USE FROM STORAGE TO INDOOR SPORTS AND ACTIVITY CENTRE (D2)	25/06/2021	Permission be granted	Minor - Other Principal Uses
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WHITCHURCH/TONGWYNLAIS

21/01345/DCH	27/05/2021	light	CLD	192 COLLEGE ROAD, WHITCHURCH, CARDIFF, CF14 2NZ	SINGLE STOREY REAR EXTENSION	24/06/2021	Permission be granted	Other Consent Types
21/01113/DCH	04/05/2021	holmes	HSE	27 CASTELL COCH VIEW, TONGWYNLAIS, CARDIFF, CF15 7LA	REAR SINGLE STOREY EXTENSION	24/06/2021	Permission be granted	Householder

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21/00933/MNR	16/04/2021	Jenco Developments Ltd	FUL	LAND AT 2 PANTMAWR ROAD, WHITCHURCH, CARDIFF, CF14 7TF	CONSTRUCTION OF NEW DETACHED HOUSE WITH PARKING AND GARDEN AREAS, AND CREATION OF OFF ROAD PARKING FOR NO 2 PANTMAWR ROAD	23/06/2021	Planning Permission be refused	Minor - Dwellings (C3)
21/00977/MNR	22/04/2021	Welsh Government	CLD	M 4 MAINTENANCE COMPOUND, PENDWYALLT ROAD, WHITCHURCH, CARDIFF, CF14 7EF	CONSTRUCTION OF NEW CAR PARK AND ASSOCIATED WORKS	21/06/2021	Permission be granted	Other Consent Types
21/00395/DCH	09/04/2021	JONES	HSE	3 HEOL WAUN Y NANT, WHITCHURCH, CARDIFF, CF14 1JZ	HIP TO GABLE ROOF EXTENSION WITH REAR DORMER	25/06/2021	Permission be granted	Householder
21/00886/DCH	28/04/2021	Owens	HSE	34 THE PHILOG, WHITCHURCH, CARDIFF, CF14 1EA	CONSTRUCTION OF ENLARGED OUTBUILDING TO REPLACE EXISTING OUTBUILDING	25/06/2021	Planning Permission be refused	Householder

Cardiff Council : Strategic Planning And Environment : Development Control**Applications Decided between 28/06/2021 and 02/07/2021**

<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								
20/02488/MJR	26/01/2021	Crosslane Student Developments (Howard Gardens) Ltd	FUL	LAND AT HOWARD GARDENS, ADAMSDOWN, CARDIFF	CHANGE OF USE FROM A3 (CAFE/RESTAURANT) TO BE EITHER CLASS A3 (CAFE/RESTAURANT) OR CLASS A2 OR CLASS B1A	28/06/2021	Planning Permission be refused	Minor - Retail (A1-A3)
21/00543/MNR	03/03/2021	RICHARDSON	FUL	45 CLIFTON STREET, ADAMSDOWN, CARDIFF, CF24 1LS	CONVERSION FROM 2 TO 3 FLATS PLUS GROUND AND FIRST FLOOR REAR EXTENSION	02/07/2021	Withdrawn by Applicant	Minor - Dwellings (C3)
CATHAYS								
A/21/00068/MNR	12/05/2021	HMRC	ADV	TY WILLIAM MORGAN, SIX AND SEVEN WOOD STREET, WOOD STREET, CITY CENTRE, CARDIFF, CF10 1ER	NEW SIGNAGE	29/06/2021	Permission be granted	Advertisements
21/01244/MJR	24/05/2021	Cardiff University	NMA	LAND AT SENGHENNYDD ROAD, CATHAYS, CARDIFF	AMENDMENTS TO APPROVED LANDSCAPING FOLLOWING THE APPROVAL AND INSTALLATION OF THE CYCLE SUPER HIGHWAY - PREVIOUSLY APPROVED UNDER 18/02019/MJR	29/06/2021	Permission be granted	Non Material Amendment

CREIGAU/ST FAGANS

<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>
21/00946/MNR	15/04/2021	Redrow Homes (South Wales); Trustees of St Fagans No1&2 Trust and Trustees of St	LBC	PENTREBANE FARM, CROFFT-Y-GENAU ROAD, ST FAGANS, CARDIFF, CF5 6DR	REPAIR, STABILISE, HEAT AND VENTILATE AS WELL AS INSTALLING TEMPORARY SUPPORT AND SHELTER WITH A RANGE OF WORK AIMED AT MAKING THE BUILDING WEATHERTIGHT BUT ALSO ENCOURAGING THE DRYING OUT OF THE BUILDING FABRIC OF THE FARMHOUSE	01/07/2021	Permission be granted	Listed Buildings
GRANGETOWN								
20/02424/MNR	26/11/2020	BASKETTER	FUL	LAND ADJOINING 82 CORPORATION ROAD, GRANGETOWN, CARDIFF, CF11 7AW	PROPOSED NEW DEVELOPMENT WITH PART GROUND FLOOR COMMERCIAL AND RESIDENTIAL AND UPPER FLOORS 4 FLATS AND RELOCATE SUB STATION	28/06/2021	Permission be granted	Minor - Dwellings (C3)
PENYLAN								
21/00864/MJR	08/04/2021	Cardiff Community Housing Association (CCHA)	DOC	LAND TO WEST OF EQUINOX, COLCHESTER AVENUE, PENYLAN, CARDIFF	DISCHARGE OF CONDITIONS 5 (BOUNDARY FENCE) AND 7 (CYCLE PARKING STORE) OF 18/00418/MJR	30/06/2021	Full Discharge of Condition	Discharge of Conditions
PLASNEWYDD								
20/02440/MNR	08/04/2021	MSM HOMES	FUL	75 SHIRLEY ROAD, ROATH, CARDIFF, CF23 5HL	GROUND FLOOR REAR EXTENSION, REAR DORMER ROOF EXTENSIONS AND CONVERSION TO 4 FLATS	28/06/2021	Permission be granted	Minor - Dwellings (C3)

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20/02296/MNR	10/11/2020	Ghaffar	DOC	1 LAKE ROAD WEST, ROATH, CARDIFF, CF23 5PG	DISCHARGE OF CONDITIONS 3 (RE-USE OF ARCHITRAVE), 4 (EXTERNAL WALL ENCLOSURE), 5 (ACCESS GATE) AND 6 (WINDOW JOINERY DETAILS) OF 19/01551/MNR	30/06/2021	Full Discharge of Condition	Discharge of Conditions
PONTPRENNAU/ST MELLONS								
20/02101/MNR	28/10/2020	Furnish	FUL	LAND AT CHURCH FARM, CHURCH ROAD, OLD ST MELLONS, CARDIFF, CF3 6YA	CONSTRUCTION OF DETACHED 5 BED DWELLING	28/06/2021	Permission be granted	Minor - Dwellings (C3)
RIVERSIDE								
18/02989/MNR	21/01/2019	Church	FUL	126 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9LQ	CONVERSION OF HOTEL TO 6 FLATS WITH REMOVAL OF GROUND FLOOR SIDE EXTENSIONS AND ERECTION OF SIDE DORMER	28/06/2021	Withdrawn by Applicant	Minor - Dwellings (C3)
SPLOTT								
PRNO/21/00009/MNR	07/06/2021	Cardiff Council	DEM	ST ALBANS RC PRIMARY SCHOOL, MONA PLACE, TREMORFA, CARDIFF, CF24 2TG	DEMOLITION OF 1NO. SINGLE STOREY, SINGLE DEMOUNTABLE UNIT	29/06/2021	No Prior Approval required	General Regulations
TROWBRIDGE								

<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>
21/01332/MJR	29/06/2021	Wates Residential	NMA	WEST OF WILLOWBROOK DRIVE AND THE SOUTH OF CRICKHOWELL ROAD, CARDIFF	ADDITION OF KNEE RAILS TO THE FOOTPATH CONNECTION OFF TREBANOG CRESCENT - PREVIOUSLY APPROVED UNDER 18/01463/MJR	29/06/2021	Permission be granted	Non Material Amendment
20/00500/MNR	28/02/2020	Everything Everywhere Ltd / H3G (UK) Ltd	FUL	3 UK (CF0004) AT ROOF TOP EUROCLAD (SOUTH WALES) LTD, WENTLOOG CORPORATE INDUSTRIAL PARK, WENTLOOG ROAD, RUMNEY	REMOVAL OF EXISTING 3NO. POLE MOUNTED ANTENNAS AND ALL ASSOCIATED TELECOMMUNICATIONS EQUIPMENT FROM ROOFTOP AND INSTALLATION OF NEW 1NO. GROUND BASED MAST WITH 12NO. ANTENNA APERTURES ON NEW CONCRETE BASE, 1NO. GROUND BASED EQUIPMENT CABIN AND RELOCATION OF 2NO. EXISTING CABINETS ON TO NEW CONCRETE BASE AND ANCILLARY DEVELOPMENT	30/06/2021	Withdrawn by Applicant	Other Consent Types
WHITCHURCH/TONGWYNLAIS								
21/00956/MNR	14/05/2021		OUT	57 PANTGWYNLAIS, TONGWYNLAIS, CARDIFF, CF15 7LT	OUTLINE PLANNING WITH ALL MATTERS RESERVED FOR A NEW DWELLING	28/06/2021	Planning Permission be refused	Minor - Dwellings (C3)
21/00572/DCH	08/03/2021	Leask	HSE	1 HEOL WAUN Y NANT, WHITCHURCH, CARDIFF, CF14 1JZ	HIP TO GABLE ROOF EXTENSIONS AND REAR DORMER	30/06/2021	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>
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