

COMMITTEE DATE: 21/06/2017

APPLICATION No. **16/02916/MJR** APPLICATION DATE: 06/01/2017

ED: **BUTETOWN**

APP: TYPE: Full Planning Permission

APPLICANT: Cardiff Council

LOCATION: LAND TO THE SOUTH OF HAMADRYAD CENTRE,
HAMADRYAD ROAD, BUTETOWN, CARDIFF, CF10 5UY
PROPOSAL: CONSTRUCTION OF NEW 2 STOREY PRIMARY
SCHOOL BUILDING INCLUDING CHANGING ROOMS, WITH
SPRINKLER TANK AND PUMP HOUSE,
PARKING/SERVICING AREA, LANDSCAPING,
RECREATIONAL FACILITIES AND EXTERNAL LIGHTING

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the applicant submitting a unilateral **S106 AGREEMENT** comprising a contribution of £300,000 towards transportation improvements detailed in the Schedule produced by the Transportation Officer and the following conditions:

1. C01 Statutory Time Limit
2. This approval is in respect of the following plans, unless otherwise amended by any other condition attached to this consent:-
 - HAM_STL_XX_ZZ_DR_A_XXXX_00001 PL03
 - HAM_STL_XX_ZZ_DR_A_XXXX_00002 PL03
 - HAM_STL_XX_ZZ_DR_A_XXXX_00003 PL03
 - HAM_STL_XX_ZZ_DR_A_XXXX_01001 PL02
 - HAM_STL_XX_ZZ_DR_A_XXXX_01002 PL02
 - HAM_STL_XX_ZZ_DR_A_XXXX_01003 PL02
 - HAM_STL_XX_ZZ_DR_A_XXXX_02001 PL02
 - HAM_STL_XX-ZZ_DR_A_XXXX_03001 PL02
 - 60767B/GA/L/001X
 - HAM-ACM-E-00-ZZ-GA-(60)002 P1

Reason: For the avoidance of doubt.

3. Prior to development commencing on site details of top soil and subsoil specification, finalised tree pit section, planting methodology and aftercare methodology, including a finalised arboricultural method statement and tree protection plan for retained trees shall be submitted to and approved by the Local Planning Authority and then implemented as approved.

Reason: In the interests of visual amenities and biodiversity.

4. Prior to the school being brought into beneficial use appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the Local planning Authority. If no protection measures are required then no further actions will be required.

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development plan.

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

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

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

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

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

approved in writing by the Local Planning Authority.

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

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

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

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

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

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

9. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

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

11. No development on the exterior facades of the school building shall take place until samples of the external finishing materials have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved samples.

Reason: To ensure that the finished appearance of the development is in keeping with the area.

12. Prior to the commencement of development a scheme of construction management shall be submitted to and approved by the Local Planning Authority, to include details of construction traffic routes, delivery times, site hoardings, site access, site compound, contractor parking, materials storage, measures for dust control and wheel washing facilities. Construction of the development shall be managed strictly in accordance with the scheme so approved.

Reason: In the interests of highway safety and public amenity.

13. Details of the position of security lighting to be erected within the school grounds and the timing control arrangements and the position of CCTV facilities and controls on their arc of coverage shall be submitted to and

agreed in writing by the Local Planning Authority prior to their installation.

Reason: To safeguard the amenities of adjoining occupiers.

14. The rating level for the proposed plant noise shall be 48db L_{A,R,T}.
Reason: To safeguard the amenities of adjoining occupiers.
15. The sound insulation level of façade ventilation shall be at least 25dB (D_w).
Reason: To provide an environment conducive for learning by users of the school.
16. The school shall not be brought into beneficial use until details showing the provision of secure undercover cycle and scooter parking have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development being put into beneficial use and thereafter maintained. Reason: To ensure that adequate provision is made for the secure parking of cycles and scooters.
Reason: To ensure that adequate provision is made for the secure parking of cycles.
17. E3D Retain Parking Within Site
18. C3F Details of Access Road Junction
19. No part of the development hereby permitted shall be occupied until a School Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of car based journeys to and from the school and to promote travel by sustainable modes. The Travel Plan shall set out proposals to implement and manage the Travel Plan through a designated Travel Plan Coordinator. The School Travel Plan shall be implemented in accordance with the timetable which shall be set out in the plan or in accordance with a revised timetable which shall be agreed in writing by the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the School Travel Plan shall be submitted to the Local Planning Authority.
Reason: To encourage sustainable transport and effect modal shift to non-car modes.
20. No development shall take place until a written scheme of historic environment mitigation has been submitted to and approved by the local planning authority and shall then be implemented in accordance with the approved scheme.
Reason: To ensure for the adequate investigation and recording of archaeological remains, in order to mitigate the impacts of the works on the archaeological resource.

21. Notwithstanding drawing 60767B/GA/L/001X details of the means of enclosure along the southern site boundary shall be submitted to and approved by the Local Planning Authority prior to the development being brought into beneficial use.

Reason: In the interest of the appearance of the area.

22. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public combined sewer.

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

RECOMMENDATION 2 : The applicant is advised to have due regard to the advisory notes provided by consultees.

RECOMMENDATION 3 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for (i) determining the extent and effects of such constraints; (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site;

- Unprocessed / unsorted demolition wastes.

Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.

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

physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

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

RECOMMENDATION 4 : Prior to the commencement of development, the developer shall notify the Local Planning Authority of the commencement of development , and shall display a site notice and plan on, or near the site, in accordance with the requirements of Article 12 of the Town & Country Planning (Development Management Procedure)(Wales)(Amendment) Order 2016.

RECOMMENDATION 5: 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 DEVELOPMENT**

- 1.1 The proposal is for full planning permission for a Welsh medium primary school and nursery in a new two storey building measuring 65m x 22m (2545 sq m). Entrance to the nursery will be separate from entrance to the primary school. The school will be orientated along a generally east west axis.
- 1.2 The school will have a grey standing seam pitched roof (part covered in photovoltaic panels to generate 0.02 MW). Walls would be of buff brick to ground floor and upper floors in white render and grey curtain walling. The halls, kitchen and plant room would be finished in green and grey rainscreen cladding panels. Entrance to the nursery will be separate from entrance to the primary school. The school will be orientated along a generally north south axis and would be 60m from the nearest dwelling to the south.
- 1.3 There will be 2 reception classes, nursery and 2 classes on the ground floor and 8 classes above. In addition there would be various ancillary rooms including two halls on the ground floor.
- 1.4 To the sides of the school there will be a MUGA, forest school space and bitmac play area.
- 1.5 The school would accommodate 420 pupils and the nursery 48. There would be 20 teachers, 16 teaching assistants and 14 ancillary staff. The school would be open 08.55 -15.15.
- 1.6 There would be a single vehicular access would be from Hamadryad Road between the hospital and the hospital car park.
- 1.7 The proposed school car park would accommodate 25 car parking spaces, including 2 disabled spaces. Behind the hospital and to the east of the adjoining apartments' car park there would be a servicing area at the end of the staff car park. 40 covered cycle spaces are to be provided in two structures close to the northern and southern entrances to the primary school. A separate servicing area is to be provided. All these elements would be sited in front of the school, other than the second covered cycle structure.
- 1.8 Attached to the southern side of the school there would be changing rooms with internal and external access close to a pedestrian access to the school that provides direct access to the adjoining football pitches. The changing room would be finished in materials to match the hall. The changing room and that part of the school not used for classrooms will be accessible outside school

hours. Access to the MUGA would be controlled by gates within the school for school use and a gate in the boundary to enable community use.

- 1.9 18 new trees are to be planted within the site and next to the principal entrance.
- 1.10 The application has been accompanied by a Pre -Application Consultation Report, DAS, FCA, Ecological Impact Assessment, Noise Impact Assessment, Arboricultural Impact Assessment, Transport Assessment, Walking Audit, Waste Strategy Plan, Soil Resource Survey and Plan, Ground Conditions Report, Lighting Plan and accompanying plans.
- 1.11 The Head teacher and Chair of Governors have submitted a Sustainable Transport Policy. This includes Personalised Travel Plans, Safe Routes to School, Walking Buses, Promoting Scooting and Biking, Scooter and Bike maintenance Staff Travel measures, Staff Bike Purchase, Regular Transport Surveys, Travel Information to visitors and in the longer term investigating the use of the river for travel.

2. **DESCRIPTION OF SITE**

- 2.1 The site is approximately 0.8 ha in area. The site is level. Most of the site has been cleared but to the east and south some existing POS is included within the site. A small square of land (16 sq m) next to the existing hospital, fronting Hamadryad Road and 30m from the school grounds is included within the red line that defines the site.
- 2.2 Hamadryad Road is a cul de sac approximately 11m wide in front of the hospital and proposed school with on street parking. At the time of the morning site visit all on street and hospital parking spaces were occupied. The school is approximately 400m from Mermaid Quay car park and the St David's car park.
- 2.3 To the west of the site is a relatively new six and four storey block of apartments and beyond that is the River Taff. To the north is the Hamadryad hospital and its car park and beyond that residential development. (The school building will be 25m south of Hamadryad hospital). To the east is a playground. To the south are sports pitches.
- 2.4 There are 2 poor quality TPO trees on the site that will have to be removed to facilitate the development.

3. **PLANNING HISTORY (since 1997)**

1412077 75 affordable dwellings (approximately two thirds within the current application site) - approved 12/09/14

15/956 55 affordable units adjoining the western boundary of the current application site - approved 22/04/15

4. **POLICY**

4.1 The following LDP policies are considered relevant.

KP5 Good Quality and Sustainable Design

KP8 Sustainable Transport

KP12 Waste

KP13 Responding to Evidenced Social Needs

KP14 Healthy Living

KP15 Climate Change

KP16 Green Infrastructure

EN4 River Corridors

EN6 Ecological Networks and features of Importance for Biodiversity

EN7 Priority Habitats and Species

EN8 Trees, Woodlands and Hedgerows

EN13 Air, Noise, Light Pollution and Land Contamination

C1 Community Facilities

C3 Community Safety/ Creating Safe Environments

C4 Protection of Open Space

C6 Health

C7 Planning for Schools

T1 Walking and Cycling

T5 Managing Traffic Impacts

TB Strategic Recreational Routes

W2 Provision for Waste Management Facilities in Development

5. **INTERNAL CONSULTATIONS**

5.1 The Tree Officer has no objections to the amended landscaping scheme, but full specifications will be required in due course - i.e. topsoil and subsoil specification, finalised tree pit section, planting methodology and aftercare methodology. With regard to retained trees, a finalised Arboricultural Method Statement and Tree Protection Plan will be required.

5.2 Shared Regulatory Services states inter alia :-

Ground Gases

The consultant identifies a risk from ground gas which affirms in-house records. Ground gas measures will be required at the development although the specifics cannot be confirmed without submission of the complete report.

Contamination

The consultant has undertaken a contamination assessment of the development. The information submitted refers predominantly to an assessment based on commercial end use:

Section 5.1 refers to assessment of soils for commercial end use, reflected in data provided in Table 5.1,5.2.

Chemical analysis of the soil samples highlighted no exceedances when compared to commercial guidelines. However it is apparent that an assessment of the risks to children has been considered in Section 7 (7.3.3), which references both commercial end use and remediation (capping) with respect to areas where children are in direct contact with the soil. Whilst the latter is considered appropriate, no assessment has been referred to, or included in relation to risks/threshold exceedances for these end users. This assessment needs to be submitted.

The conditions recommended below in relation to ground gas and contamination are based on the information submitted and could be reviewed if those issues highlighted can be remedied.

With regards to imported materials, the proposed development and information submitted as part of Soil Resource Survey Plan (TACP 23111116) identifies the need for imported soils.

The application also indicates the intention to re-use site won soils for landscaping. The standard conditions for imported and site won materials are therefore required.

Shared Regulatory Services requests the inclusion of conditions and informative statement in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

(The Sections and Tables referred to above are included in a Geotechnical and Geo Environmental Report submitted by the applicant).

(The conditions recommended, 4 to 10, are included in Recommendation 1).

- 5.3 Noise and Air Team are content with the findings of the acoustic report and propose two conditions.

(The conditions recommended, 14 and 15, are included in Recommendation 1).

- 5.4 The Drainage Officer has no observations to offer on this application from a drainage viewpoint, other than that consideration should be given to using a vegetation strip as an alternative to a Class 1 interceptor, for treating the highway drainage.

- 5.5 The Waste Management Officer states:
The proposed waste storage area for the school has been noted and is

acceptable. Special consideration should be given to separating waste at source into the following waste streams (as a minimum): general waste, mixed recycling and food waste.

The proposed waste storage area for the NHS building has been noted. This store must be screened from the highway, with adequate security features in order to prevent fly-tipping and mixing with domestic waste from surrounding dwellings.

5.6 Air and Pollution Officer states:

I can confirm that I am satisfied and in agreement with the content of the submitted documentation and therefore have no objections on the grounds of Air Quality to the proposed development.

I am satisfied that the Construction Management Plan would encompass the control of dust emissions during the construction phase of the proposal. I will look to review the CMP once received.

- 5.7 a) The Parks Officer says that there are a number of issues still under discussion with Schools. These include the type of service level agreement needed to make the proposed MUGA workable for both the school and public use. They will also need to review the changing room provision and access. One point we picked up was the proposed fence along the boundary of the school, adjacent to the footpath, is shown as 2.4m close-board timber. Behind this is a hedge. Parks believe that it would be preferable to have an open vertical bar or green weldmesh type fence as has been used elsewhere on school sites, allowing views into the school from the park and vice versa. A close-board fence and hedge will entirely screen the park, leading to increased risk of anti-social behaviour and feel quite imposing when located directly adjacent to the path. The timber fence will also be prone to vandalism and graffiti.

With regard to trees a number of trees within the park are being lost. Compensatory tree planting will be required, with schools providing funding for this to be carried out in the park.

b) The Parks Officer further states inter alia that :

“On a practical level, the right angle return at the western end of the southern boundary creates a potential blind spot for pedestrians moving west along the path and could compromise safety. Could the right angle return be angled so as to improve ‘forward visibility’ for users of the path.

It is proposed that the changing rooms be located in the western wing of the building off the main hall be sized and configured to allow their use by adults and hence enhance use of the outside football pitches on Hamadryad Park. In this context, the changing rooms fall below local senior league standards as indicated below in the following respects:

- Adequate toilet facilities exclusively for the use of players, separate toilet facilities should be provided for each team. There shall be a minimum of

1 W/C and 1 urinal, with hot and cold running water for the use of the teams within the vicinity of each dressing room complex. Please note existing plan does not include a urinal.

- Separate dressing rooms must be provided for match officials, the minimum size of which shall be 4 square metres excluding shower and toilet areas. Please note existing plan shows 3 square metres
- The match official's dressing room should have at least 1 working showerhead (ideally en-suite). Please note the existing plan does not include a shower for official.

I would be grateful if consideration is given to addressing these shortfalls. In addition, I would request that the following items be addressed as far as practically possible within the design of the changing rooms:

- All clubs must have first aid equipment, which must include a stretcher. The location of first aid equipment must be clearly marked in all dressing rooms. It is desirable that clubs provide a designated area for first aid.
- I note that rear double doors could allow access to the main hall and other areas of the school. I would suggest that these cannot be opened from inside the changing room and should have a secure (heavy duty & lockable) door.
- Thought should be given to fitting a separate alarm system isolating the changing room security from the main school facility as the majority of local usage /fixtures will be after school and weekends.
- Please note that a popular operational problem is the steam /condensation activating any smoke detectors in close proximity to shower area / changing rooms.
- In a perfect world, a store cupboard for items such as nets & corner flags would be useful, however, more importantly an area to store cleaning chemicals & associated equipment.
- A low level tap / hose pipe connection for washing down & cleaning floor areas (hopefully tiled and on a slight slope to drain water away)

Bottom of doors within changing rooms to have been cut / raised off floor to stop water / wet conditions, rotting the bottom of said doors.”

5.8 The Transportation Officer says

I would confirm that the above application submission has been assessed and is considered to be acceptable in principle subject to the comments, conditions and financial requirements detailed below.

Parents will not be permitted to drop-off or park in the school grounds and the school will positively encourage and promote journeys by non-car means, actively discouraging on-street parking in the vicinity of the school. A condition is sought for the submission of a School Travel Plan, which will include proposals and targets to limit vehicle access to the school for both staff and parents; and the promotion of sustainable journeys, including review mechanisms to revisit the proposals/targets as may be required.

Pedestrian/scooter access would be taken from Hamadryad Road via a pedestrian access path and gate to the west of the vehicle access. A proposed continuous footpath is shown to the door of the school, crossing the vehicle route within the site via a raised pedestrian crossing. Pedestrian/cycle/scooter accesses would also be available from the south and east via Hamadryad Park to the south of the proposed building.

The submitted Transport Assessment suggests that the majority of houses in the anticipated catchment are within 2km of the proposed school and confirms that IHT guidance indicates that the acceptable walking distance to a school is 1km, with a preferred maximum walking distance of 2km. The assessment therefore suggests that the school will be within a reasonable walking distance for pupils and parents within the catchment. Along with pupils/parents, staff will be encouraged to travel sustainably via the Travel Plan.

The main walking routes to the school would be via the local highway network and make use of existing footways and crossings where they are available. The Council has undertaken a Walking Audit of the main pedestrian routes to/from the school/catchment, and nearby areas where parking is available to parents or could be used as a meeting point for 'Park & Walk' type initiatives.

To assist the school in the promotion and maintenance of sustainable travel behaviour, and remove barriers to sustainable travel choices, a schedule of works/improvements to local pedestrian routes have been identified as part of the Walking Audit.

The above improvements are listed and the locations shown on the accompanying schedule and plan; the works include pedestrian crossing provision, junction narrowing and improvement of existing walking infrastructure, to improve the safety, attractiveness and commodiousness of walking as a primary means of access to the school.

Further, more localised to the site, improvements are also sought in the form of a school safety zone on Hamadryad Road, improved residential parking and extended parking controls, speed limit reductions and calming/gating vehicle access. Detailed scheme proposals for Hamadryad Road, Pomeroy Street and the surrounding streets will be discussed/evolved in consultation with local residents, with the aim of improving residential amenity, providing resident parking improvements and dissuading parents from dropping off/collecting children by car.

The wider proposed crossing improvements to the north of Clarence Road Bridge include the provision of a Parallel Cycle Crossing at the location of the existing Zebra crossing, to positively connect the Taff Trail and Bay Trail either side of Clarence Road in this location.

The aim of the identified route and crossing improvements is to remove obstacles to walking, scooting and cycling becoming the primary, default, means of access to the school for children and parents, by providing safe, walkable routes from the identified catchment area. The improvements also

relate to locations and routes to/from areas that could be utilised for Walking Bus/Park Safe, Walk Safe initiatives; such as the Chanel View Leisure Centre and Havannah Street Car Park.

The attached schedule (Annex 1)/plan of network improvements and Travel Plan requirements have been discussed in very positive terms with Schools Services, the Headmistress and Chair of Governors. Agreement has been reached that Schools Services will meet the costs of the physical works up to the identified contribution of £300,000; and the Head and Chair of Governors have responded extremely positively in terms of Travel Planning and the promotion of sustainable transport as a primary means of access for both pupils and staff.

Conditions are sought to secure the revised access/car park junction on Hamadryad Road, cycle and scooter parking, staff car parking, construction management and a school Travel Plan required as a consequence of the development.

It is considered that the proposed school will provide a much needed local facility and will, as a consequence of the commitment to the provision of funding, result in overall benefits to residents in terms of parking controls and speed limit reduction in the Hamadryad area; along with wider community improvements to walking and cycling, in support of the aims of Council policy and sustainability.

It is concluded that the proposed development is acceptable in transport terms, subject to the listed conditions and financial contribution, and that any objection on traffic or parking grounds would therefore be unsustainable.

Conditions:

Standard condition E3D Retain Parking Within Site;

Standard condition C3F Details of Access Road Junction;

Cycle and Scooter Parking condition – No development shall take place until details showing the provision of secure undercover cycle and scooter parking have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development being put into beneficial use and thereafter maintained. Reason: To ensure that adequate provision is made for the secure parking of cycles and scooters.

Construction Management Plan – No part of the development hereby permitted shall be commenced until a scheme of construction management has been submitted to and approved by the Local Planning Authority, to include as required details of site/compound, hoardings and site access/egress. Construction of the development shall be managed strictly in accordance with the scheme so approved. Reason: In the interests of highway safety and public amenity.

School Travel Plan – No part of the development hereby permitted shall be occupied until a School Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of car based journeys to and from the school and to promote travel by sustainable modes. The Travel Plan shall set out proposals to implement and manage the Travel Plan through a designated Travel Plan Coordinator. The School Travel Plan shall be implemented in accordance with the timetable which shall be set out in the plan or in accordance with a revised timetable which shall be agreed in writing by the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the School Travel Plan shall be submitted to the Local Planning Authority. Reason: To encourage sustainable transport and effect modal shift to non-car modes.

Financial Contribution:

As identified on the attached schedule and plan, a financial contribution of £300,000 is sought/agreed in respect of works to provide improvements required as a consequence of the proposed development.

6. **EXTERNAL CONSULTATIONS**

- 6.1 Dwr Cymru Welsh Water has no objection to the school conveying flows through the system and utilising the outfall. The applicants are advised that further S104/S106 agreements will be needed
- 6.2 Wales and West Utilities has provided a plan showing their apparatus which is outside the application site.
- 6.3 NRW confirmed that the risk to controlled waters is low and the foundation risk assessment addresses their concerns regarding piling. No objections were made subject to conditions.
- 6.4 South Wales Police state: No objection to proposed development, have been engaged in pre -application consultation and are satisfied that crime prevention and community safety issues will be addressed as per design and access statement.
- 6.5 GGAT has no objection subject to a condition as potential historic features on this site may be adversely affected.
- 6.6 Cadw advises that the proposal will not adversely impact on the setting of the wreck of the "Louisa" a scheduled monument.

7. **REPRESENTATIONS**

- 7.1 This application has been advertised on site and in the press, and adjoining occupiers have been notified. Local Members have also been notified.
- 7.2 A resident of Pomeroy Street objects on the grounds that it will cause more

misery for the residents from over development of an already crowded area. Support is needed for residents on all access and parking issues.

- 7.3 A resident of Carlotta Way welcomes the school but objects as children will be coming from 2km away and beyond. Even with car sharing, organised drop off and walking buses the impact on congestion, parking and safety will be unacceptable.
- 7.4 The applicant confirms that a site notice was erected and notification letters sent to owner/occupiers in Hamadryad Court, Hamadryad centre, Clarence Mews, Clarence Embankment, Clarence Court, Pomeroy Street, Hunter Street, Burt Street and Clarence Place advising them of the Pre-Application Consultation process. The Pre-Application Consultation report says that a review of the website data indicates that 63 unique users accessed the data. Two responses were received from local residents raising concerns in respect of:-
- Damage from piling and problems of construction traffic using a single access road.
 - Increased parking and traffic problems in an already congested area.
 - The access road is narrow, can only accommodate one car width with few places for cars to pull in and pass.
 - Previous S106 money from a CCHA scheme not spent on improving road structure and parking.

8. **ANALYSIS**

- 8.1 The provision of a new primary school including a nursery to serve the Butetown and Grangetown area is welcome and in line with LDP policies.
- 8.2 The school building will be of a standardised design proposed for use on three sites across the city (the Howardian and Lewis Road school sites have already been granted planning permission). The only real difference between the buildings would be the colour of the finishing materials proposed but also in this case the addition of changing areas with internal and external access. While it is disappointing that a bespoke design tailored specifically to the site is not proposed, it is acknowledged that the standardised approach has been agreed.
- 8.3 The key issues for consideration within this planning application are considered to be the policy position, accessibility of the building, the means of enclosure for the development and the finishing materials proposed.
- 8.4 The application site falls within the settlement boundary as defined by the LDP Proposals Map and part of the site (32% or 0.25 ha) is identified as open space in the most recent open space survey. In view of this Policy C4 of the adopted Local Development Plan (LDP) and approved Supplementary Planning Guidance (SPG) on Open Space (March 2008) are relevant. Although it is

noted that the Open Space SPG was approved in connection with the now superseded City of Cardiff Local Plan, pending approval of new SPG it is considered material to the development management process as it is consistent with the new policy framework set out in the adopted LDP.

- 8.5 Policy C4 seeks to protect open space that has significant functional (including land that can accommodate formal/or informal recreational uses), conservation, environmental or amenity value through only allowing proposals where:
- They would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and
 - The open space has no significant functional or amenity value; and
 - The open space is of no significant quality; or
 - The developers make satisfactory compensatory provision; and in all cases
 - The open space has no significant nature or historic conservation importance.
- 8.6 This policy reflects national planning policy relating to open space set out in Planning Policy Wales and Technical Advice Note 16 relating to Sport, Recreation and Open Space (January 2009).
- 8.7 The most recent survey of open space classifies part of the site as a mixture of amenity (0.15 ha), informal recreational open space (0.09 ha) and formal recreational open space (0.01 ha). Therefore, in order to accord fully with Policy C4 the application needs to be assessed against the following issues:
- The level of existing provision of recreational open space assessed against the standard and the acceptability of compensatory facilities.
 - The quality of the open space
 - The functional and amenity value of the open space
 - The nature or historic conservation value of the open space
- 8.8 In terms of existing provision of recreational open space the Open Space SPG (Page 25) sets out the amount of recreational open space relative to the standard for each ward within the city. This shows that the Butetown ward overall has a surplus of 2.25 hectares of recreational open space (based on the 2.43 ha per 1,000 population standard) and therefore the loss of 0.10 hectares of recreational open space would not exacerbate a local and city wide deficiency of recreational open space.
- 8.9 Notwithstanding this, it is noted that the applicant states that in order to compensate for the loss of this poor quality recreational open space, new replacement grass and tarmac recreational facilities will be provided on the new school site, including a Multi-Use Games Area, community room and changing facilities. These qualitative gains will provide better quality facilities of more value to the local community and outweigh the proposed quantitative loss of recreational open space.
- 8.10 In terms assessing functional and amenity value the SPG states:
- 3.7 Some open spaces have particular value to the amenity of an area.

These areas include woodlands, allotments, ornamental gardens, cemeteries, water bodies and golf facilities. The characteristics of this open space will vary considerably and their particular amenity value may be based on different factors. The basis of assessing the amenity value of an area, whether recreational or amenity open space, will relate to:

- 3.8 Visual Amenity - For a site to possess visual amenity value, it must be located where the general public can gain significant "visual access". It must contribute to the visual character and environmental quality of the surrounding area. There will be an objection to proposals which would adversely affect the appearance of open spaces which significantly contribute to the visual appearance of an area.
 - 3.9 Leisure Amenity - Areas of woodland, allotments, ornamental gardens and public rights of way, by definition are not considered suitable for active sports ' and recreation. However, such amenity open spaces can provide an important informal open space resource for local people and accommodate passive activities such as walking, dog exercise and nature studies. The importance of such areas is heightened if there are limited alternative areas of recreational and amenity open space in the locality or if the areas make a contribution to the city-wide provision of open space. Proposals which would cause unacceptable harm to areas of leisure amenity value will be opposed.
-
- 8.11 In relation to the impact on visual amenity it is noted that much of the existing amenity open space will remain undeveloped and will be incorporated in the landscaping scheme for the site. This should ensure there is no unacceptable impact on visual amenity. In terms of impact on Leisure amenity it is noted the site forms part of a much larger area of open space and this larger area will continue to be available as an informal resource for local people for activities such as walking and dog exercise.
 - 8.12 The issues identified by the Parks Officer relate primarily to management and internal accommodation matters that should be addressed between the Education and Parks Departments. A modest rearrangement within the changing room area could address the Parks Officer's concerns and the submitted plan shows a showerhead for the official. It should be noted that one of the changing rooms is identified for female use clearly indicating that the changing rooms are not solely for all male use. The means of enclosure is covered by proposed condition 21.
 - 8.13 The site lies within the River Corridor (Policy EN4) identified on the LDP Proposals Map and is passed by a strategic recreation route (Policy T8). Policy EN4 states that the natural heritage, character and other key features of Cardiff's river corridors will be protected, promoted and enhanced, together with facilitating sustainable access and recreation. The proposal is not considered to negatively impact either the river corridor or the strategic recreation route.
 - 8.14 Assessed against the aforementioned policy framework the proposal does not

raise any land use planning policy concerns.

- 8.15 The location of the site for a school towards the southern edge of the catchment area is not ideal from a Placemaking perspective given the limited population density immediately adjoining the site. However, the immediate availability of an alternative suitable site in the centre of the catchment area is likely to have been a significant factor in site selection. Nevertheless pupil drop off and pick up times may generate significant traffic generation in the locality if there were not to be an emphasis on walking/cycling to school. This issue has been identified by local residents. It is critical to the successful use of the school and the impact on nearby residents that this issue be satisfactorily managed.
- 8.16 The Transportation Assessment submitted by Peter Evans recognises that there is no spare car parking capacity in the immediate vicinity of the site. The TA identified 40-50 unoccupied spaces within a 10 minute walk at the start and end of the day. There are public car parks at Havannah Street and Mermaids Quay just beyond 400m from the site.
- 8.17 The TA says that the majority of houses in the catchment are within 2km of the school and most with 1Km. The Institute of Transportation and Highways guidance states that the acceptable walking distance to a school is 1Km and the preferred maximum walking distance is 2Km.
- 8.18 The TA concludes that:-
- The proposal is consistent with national, regional and local planning policies.
 - Journeys by non-car means would be encouraged and journeys by car can be accommodated without adversely affecting road safety.
 - The anticipated catchment area will enable a high proportion of journeys to be made on foot with on-site scooter/cycling parking provided.
 - On-site parking is consistent with policy.
 - The school would discourage parents from parking on local roads.
 - Service and emergency vehicles would be able to manoeuvre into and from the site.
 - The school would not adversely affect the performance of any local junction.
- 8.19 A Walking Audit by Transportation was submitted that considered six routes from Windsor Esplanade, Dumballs Road, Schooner Way, Jim Driscoll Way, Ferry Court via Ferry Road and from Clare Road. The general conclusions are that the walking routes to and from the proposed school are reasonable. Busy roads can be safely crossed using controlled pedestrian crossing facilities. There are recommended minor improvements to side roads but pedestrians can cross these roads if done so with care. The following recommendations are made:-
- Creation of 20mph area
 - Install zebra belisha beacons at Stuart Street zebra crossing
 - Controlled crossing facility on Schooner Way
 - Junction build outs at Jim Driscoll Way and Kent Street

- Junction build outs at Avondale Gardens, Cornish Close and Horle Close
- Improved crossing facility on the Dumballs arm of the Dumballs Road / James St junction
- Dropped kerbs and highway maintenance at several locations

8.20 The applicant says that all construction deliveries will be managed to suit local traffic conditions to ensure they do not clash with peak times and where possible deliveries do not occur at the same time.

8.21 The Transportation Officer has no objection subject to the provision of a school safety zone in front of the school, introduction of a 20 mph speed limit covering the road leading to the school and surrounding streets, creation of 75% resident parking on the surrounding streets along with removal of build outs in those streets, and improved crossing arrangements at several positions leading to the school. Such works will improve the safety of children walking to school, deter parents seeking to access and park in streets adjoining the school and improve residents parking arrangements.

8.22 It is pleasing to note the Head teacher and Chair of Governors commitment to a Sustainable Transport Policy.

8.23 Pedestrian routes within the site are generally clear and direct which is welcomed. The provision of a direct pedestrian link between Hamadryad Road and the main entrance of the school building which is separate from the vehicular access is particularly welcomed. Pedestrian access to the school will be from Hamadryad Road and from the Park. The applicant says that the majority of parent waiting at the end of the day will be at the pedestrian gate from the Park where there will be sufficient space on an enlarged footway for parents to wait.

8.24 The developer was approached to ascertain whether it was possible to provide a waiting area for parents at the main entrance by repositioning car parking spaces. The applicant responded that:-

“Repositioning two car parking spaces as suggested within the service yard would unfortunately conflict with the turning area for service vehicles (please see below). The loss of the car parking spaces is something that we would want to avoid.

Other suggestions have been discussed internally but the constrained nature of the site and the need to provide sufficient external play space is such that the provision of a dedicated waiting area for parents is not possible.

The choice of entrance management will ultimately be a matter for the school to decide what works best and adjust accordingly – a situation where all parents except nursery children are required to collect pupils from the park side entrance could be a possibility to reduce pressure on the front entrance.

I'm not aware of many schools that have a dedicated waiting area for parents such as what was possible at Howardian due to the size of the site. Indeed,

looking at schools in the area (Mount Stuart Primary, Grangetown Primary, St Pauls CinW, St Mary The Virgin CinW etc) , no dedicated parent waiting areas appear to be in place.

The use of the park or pavement is considered to be sufficiently safe to allow parents to gather before the school gates are opened at an agreed time. Existing seating areas are included in the adjacent park.”

- 8.25 The break out space/play space associated with each classroom has been factored into the overall design of the building and should therefore meet specific requirements. The remaining external space would be hard landscaped.
- 8.26 The brick element of the proposed building should match or complement those found in the local area / on neighbouring buildings. The areas of cladding proposed on the building should be high quality, thereby adding a richness to the scheme, while being robust and durable (proposed condition 11).
- 8.27 NRW suggested two conditions in respect of contamination/pollution control which are included within proposed condition 5. NRW suggested a condition in respect of SUDS. The applicant responded that the ground was considered unsuitable for infiltration; however, the Drainage Strategy identifies that SUDS techniques in the form of permeable drainage blankets are to be implemented which will replicate the post development run off. NRW was advised of this on the 7/12/16 and no adverse response has been received.
- 8.28 A 2.4m high close boarded fence is proposed around the boundaries of the site close to the edge of the pavement running through the park. While it is understood that a robust means of enclosure is important given the use of the site, it is considered that a less defensive approach could be taken. Alternative fencing material or the addition of a small area of landscaping in front of a fence would be welcomed in order to soften the aesthetic of the scheme. A more transparent means of enclosure might also be considered rather than a timber fence in order to reduce the feeling of enclosure and the concern identified by the Parks Officer. Proposed condition 21 is recommended to address this.
- 8.29 The site will need to be piled. The nearest residential property will be some 40m away and the applicant states that damage is unlikely. The applicant says that dilapidation surveys can be carried out for neighbouring properties if necessary. Regulatory Services has raised no objection to piling in this location.
- 8.30 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.

8.31 The proposal is considered to be acceptable in planning terms subject to conditions and complies with the policies of the LDP. The proposal will provide a modern school and nursery with sufficient external play and sports facilities to serve the pupils, whilst safeguarding amenities of neighbours and to which the Transportation Officer has raised no highway objections subject to the improvements identified. The proposal by including changing rooms will improve the community use of the adjoining football pitches.

ANNEX 1

Schedule Hamadryad School Application, offsite works schedule.

Pedestrian crossing improvements:

| | |
|--|---------|
| A. Crossing improvement existing - | £ 5,000 |
| B. New table crossing, kerb realignment, FW widening - | £25,000 |
| C. Upgrade to parallel cycle zebra crossing - | £15,000 |
| D. New table crossing, 2 traffic lanes - | £30,000 |
| E. Junction buildout - | £10,000 |
| F. Junction buildout - | £10,000 |
| G. Junction buildout - | £10,000 |
| H. Junction buildout - | £15,000 |
| I. Junction buildout and crossing - | £20,000 |

Total value of crossing improvements £140,000

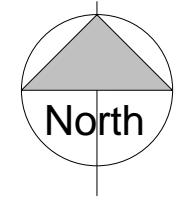
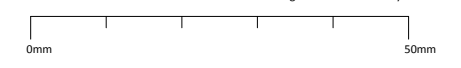
Hamadryad residential area improvements:

| | |
|---|---------|
| Green outline – School Safety Zone - | £75,000 |
| Blue outline – Buildout removal - | £75,000 |
| Yellow outline – 75% Resident parking + 20MPH - | £10,000 |

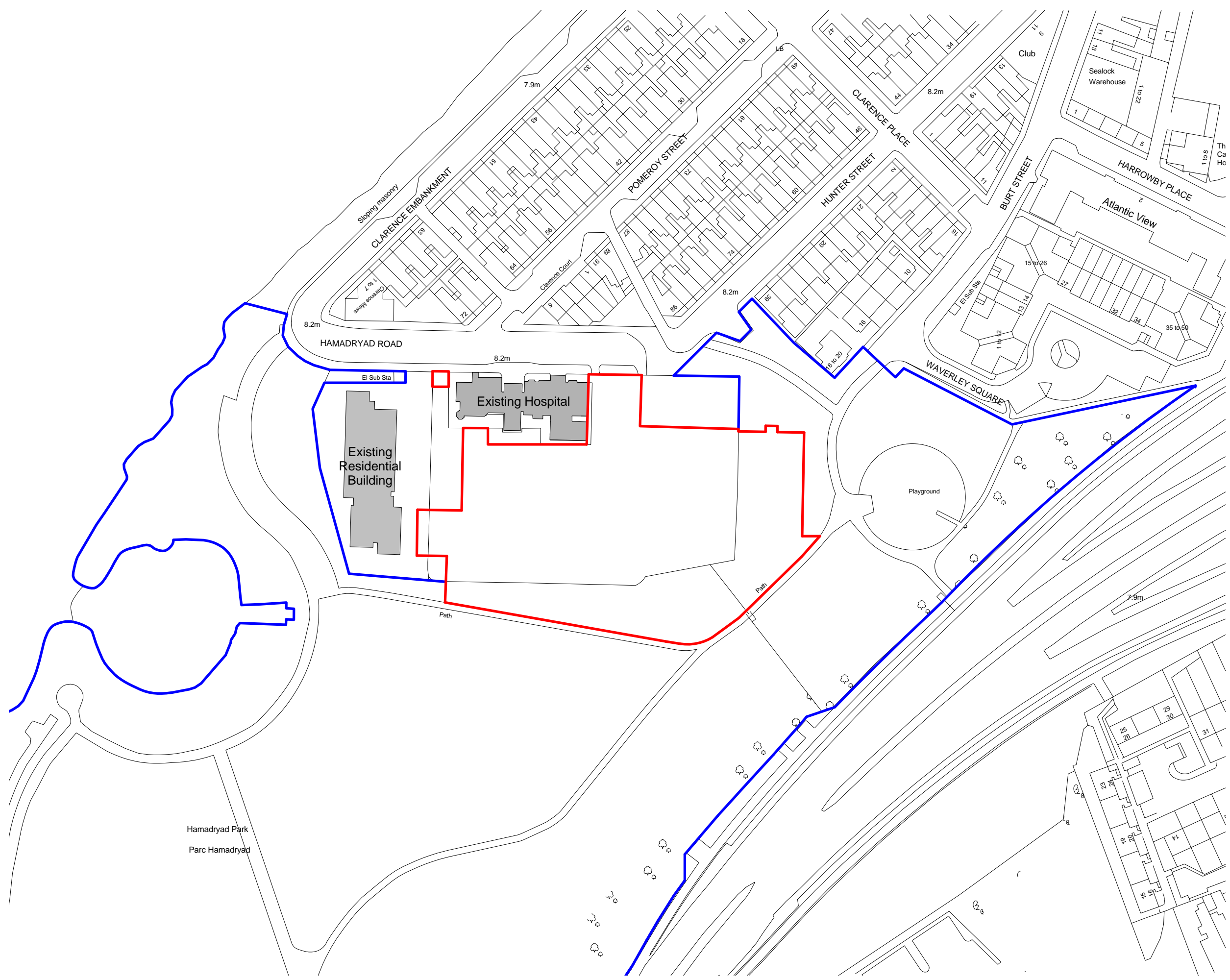
Total value Hamadryad estate £160,000

Total value £300,000

Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.



N.B.
Location of existing residential building
indicative and based on approved plans



| PL | REV | DATE | DESCRIPTION |
|----|------|----------|-------------------------------------|
| PL | PL03 | 06/01/17 | Red line boundary amended |
| PL | PL02 | 07/12/16 | Planning Application |
| PL | PL01 | 21/10/16 | Drawings issued for PAC submission. |

| STATUS | REV | DATE | DESCRIPTION | REVISOR |
|----------------------|-----|------|-------------|---------|
| CLIENT | | | | GDD |
| CARDIFF CITY COUNCIL | | | | AT |
| ORIGINATOR NO | | | | 150050 |

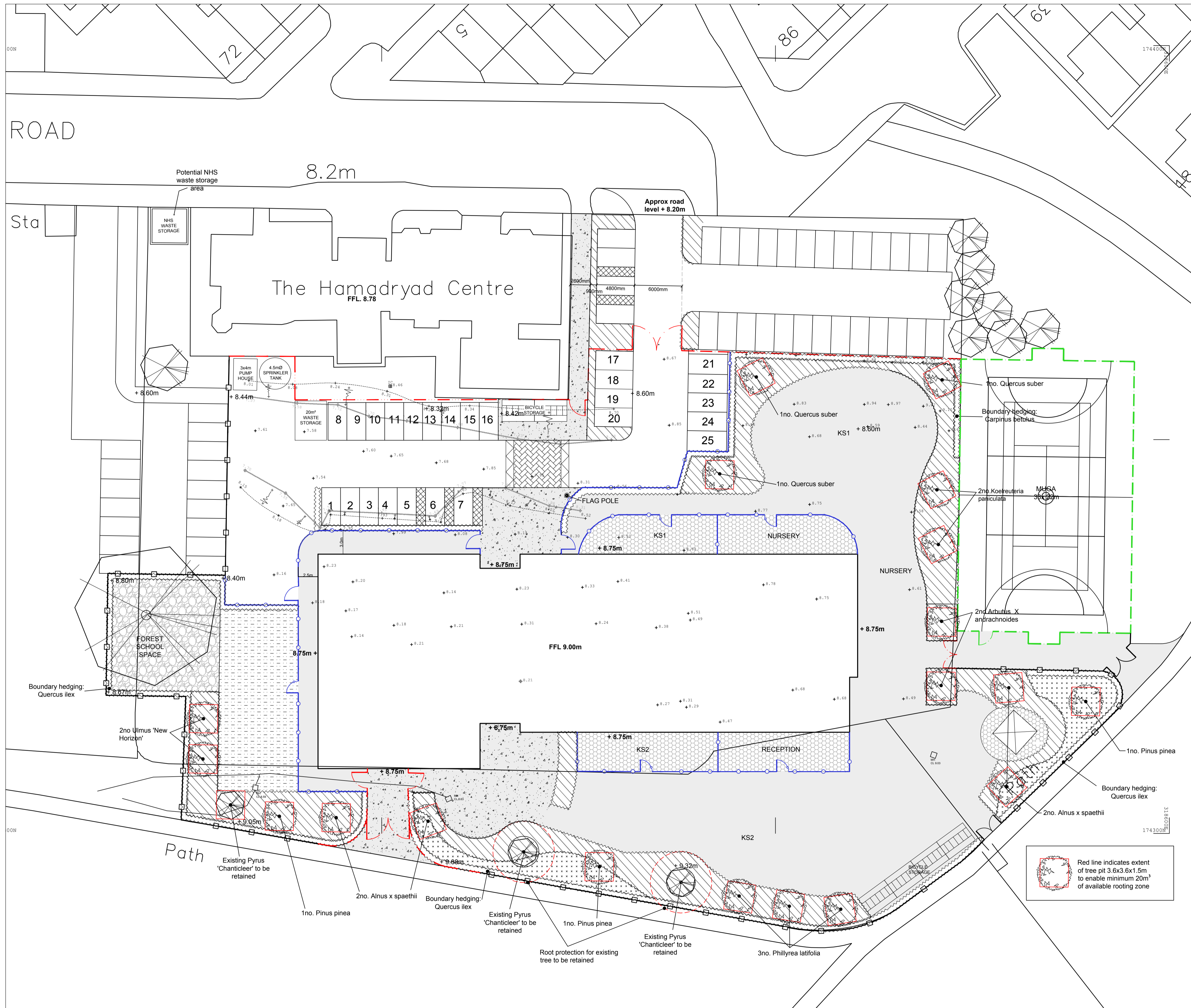
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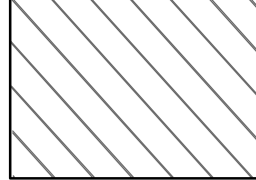
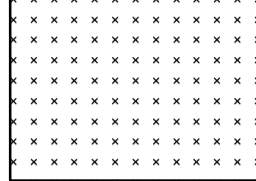
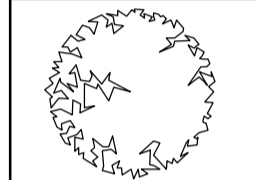
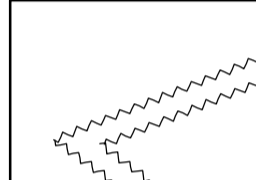

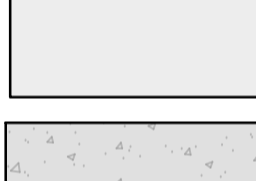
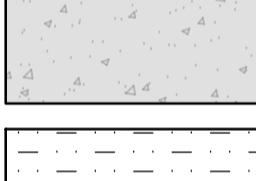
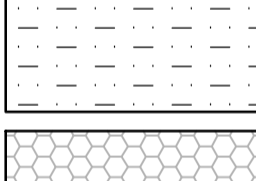
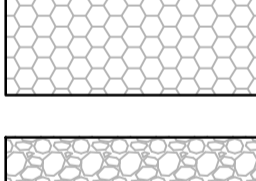
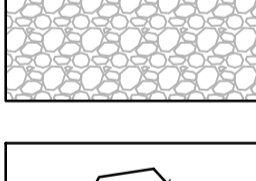
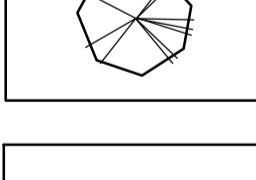

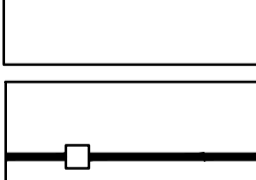
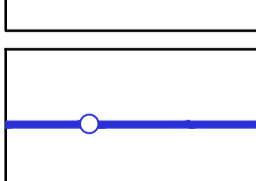

PROJECT
CARDIFF PRIMARY SCHOOLS
YSGOL HAMADRYAD

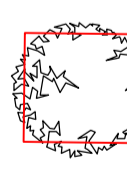
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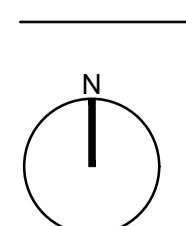
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| PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER | REVISION |
|---|----------|
| HAM-STL-XX-ZZ-DR-A-XXXX-00001 | PL03 |



-  Ornamental shrub species to include:
 Choisya ternata 'Orange Blossom',
 Elaeagnus pungens 'Gilt Edge'
 Hebe 'Autumn Glory',
 Hebe albicans,
 Hedera helix 'Glacier'
 Geranium Johnson's Blue
 Jasmin nudiflorum
 Lavandula angustifolia Munsted
 Sedum spectabile
 Viburnum tinus
 Verbena bonariensis
 Bulbs underplanted:-
 Allium Purple Sensation, Narcissus February Gold
-  Woodland edge planting: (transplants planted at 1.5mc/s)
 Acer campestre, Field Maple
 Corylus avellana, Hazel
 Cornus alba, Dogwood
 Cornus stolonifera 'Flaviramea', Yellow-stem Dogwood
 Crataegus monogyna, Hawthorn
 Lonicera periclymenum, Honey suckle
 Salix alba 'Chermesina', Scarlet Willow
 Salix lanata, Woolly Willow
 Sambucus nigra 'Aurea', Golden Elder
 Sorbus aucuparia, Mountain Ash
 Viburnum opulus, Guelder Rose
-  Specimen tree planting: Heavy Standard (12-14cm girth)
 Species from: Alnus X spaethii, Arbutus X andrachnoides,
 Koelreuteria paniculata, Pinus pinea, Phillyrea latifolia,
 Quercus suber, Ulmus 'New Horizon'
-  Hedgerow Planting - Beech (Fagus sylvatica)/Hornbeam (Carpinus betulus and Holm Oak (Quercus ilex). Double staggered row at 8 per lin m
-  Bitmac: Trafficked areas
-  Bitmac: Pedestrian grade
 Permeable construction
-  Asphalt: Pedestrian grade with contrast colour aggregate chipping surface.
 Permeable construction
-  Artificial Turf laid over rubber shockpad
 Permeable construction
-  Safety Surface
 Wetpour, Colour - Black
 Permeable construction
-  Bark chip surface to Forest School space
 Play grade bark mulch (10-50mm particle size) 50mm maximum depth.
-  Existing trees to be retained
-  MUGA Fence - Ball stop 3.0m
-  Perimeter Fence - Weldmesh 1.8m
-  Perimeter fence - Wooden closed boarded 1.8m
-  Internal fence - 1.2m steel bowtop fencing

 Red line indicates extent of tree pit 3.6x3.6x1.5m to enable minimum 20m³ of available rooting zone



| REV | DATE | DESCRIPTION | BY |
|-----|----------|--|----|
| X | 01-02-17 | Additional Bike Storage, general layout and fencing changes | KD |
| W | 30-01-17 | Additional Bike Storage, general layout and fencing changes | KD |
| V | 20-01-17 | Trees amended for consultation with Tree Officer | KD |
| U | 19-01-17 | Trees amended for consultation with Tree Officer | KD |
| T | 19-01-17 | Tree species and planting amended for consultation with Tree Officer | KD |
| S | 15-01-16 | Tree species and planting amended for consultation with Tree Officer | LC |
| R | 09-01-16 | Updated fence/gate layout | KD |
| Q | 09-01-16 | Bicycle storage, pedestrian crossing amended | KD |
| P | 06-01-16 | NHS waste storage moved | KD |

| REV | DATE | DESCRIPTION | BY |
|-----|----------|---|-----|
| O | 01-12-16 | MUGA Fence changed and added to key | LC |
| N | 30-11-16 | Amended gate location | KD |
| M | 29-11-16 | Amended NHS boundary and added NHS waste storage | LC |
| L | 25-11-16 | NHS car parking amended to match/replicate existing | LC |
| K | 09-11-16 | Levels included, fencing revised, MUGA revised | EMK |
| J | 27-10-16 | Amendment to artificial turf extents | KD |
| I | 27-10-16 | Amendment to fencing, waste storage and bicycle storage moved | KD |

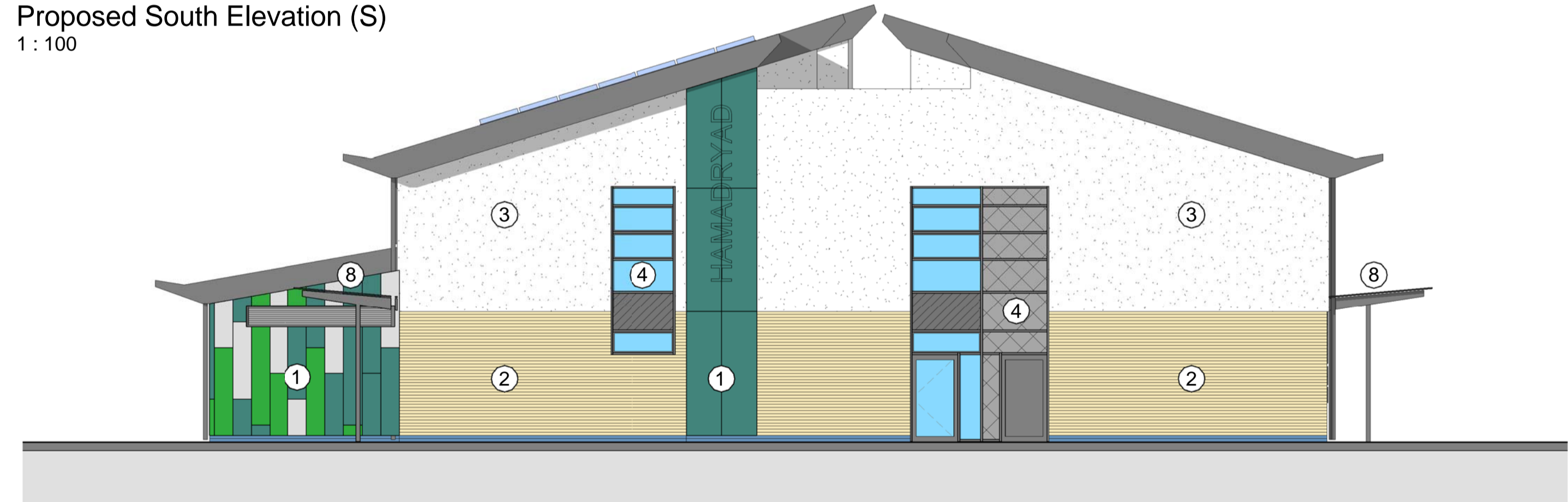
| REV | DATE | DESCRIPTION | BY |
|-----|----------|--|----|
| H | 19-10-16 | Pumping kiosk enclosure added, existing trees retained and planting added to aid bat flightlines | LC |
| G | 18-10-16 | External areas and fencing revised | LC |
| F | 17-10-16 | Additional gate SE site, added crossing point to entrance | LC |
| E | 16-10-16 | Revision to site boundary, repositioned building - amended external layout | LC |
| D | 13-10-16 | Amended layout to resolve servicing | LC |
| C | 10-10-16 | Amended Service area, omit 2 parking spaces, surface finishes | LC |
| B | 7-10-16 | Preliminary draft external layout for discussion | LC |



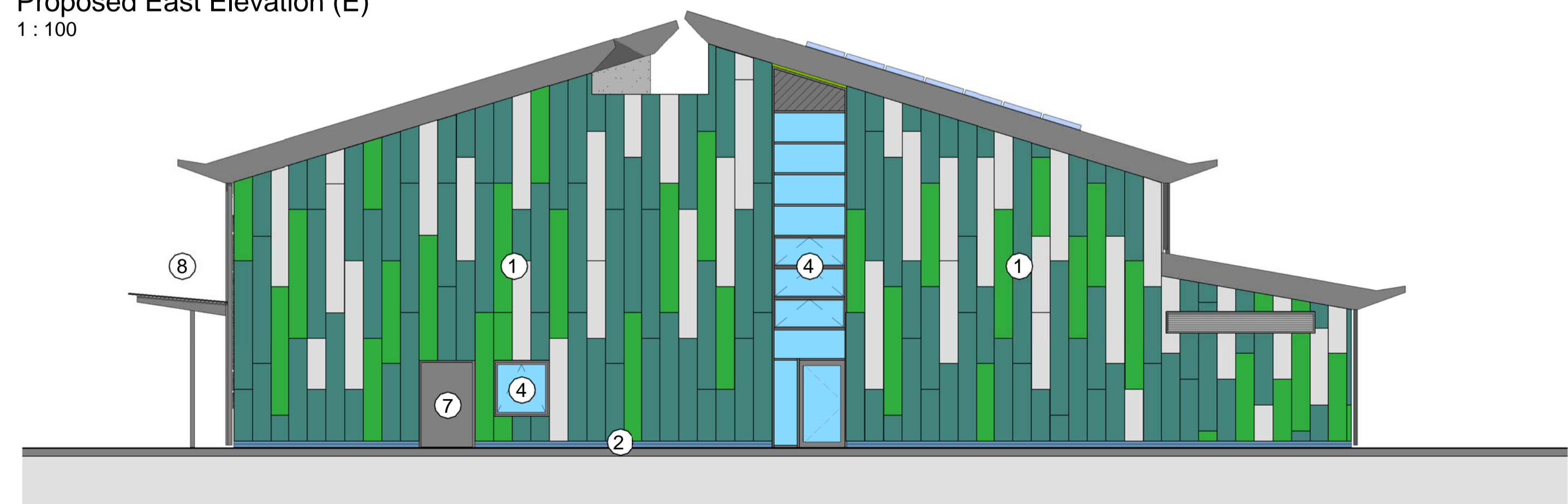
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1 : 100



Proposed South Elevation (S)
1 : 100



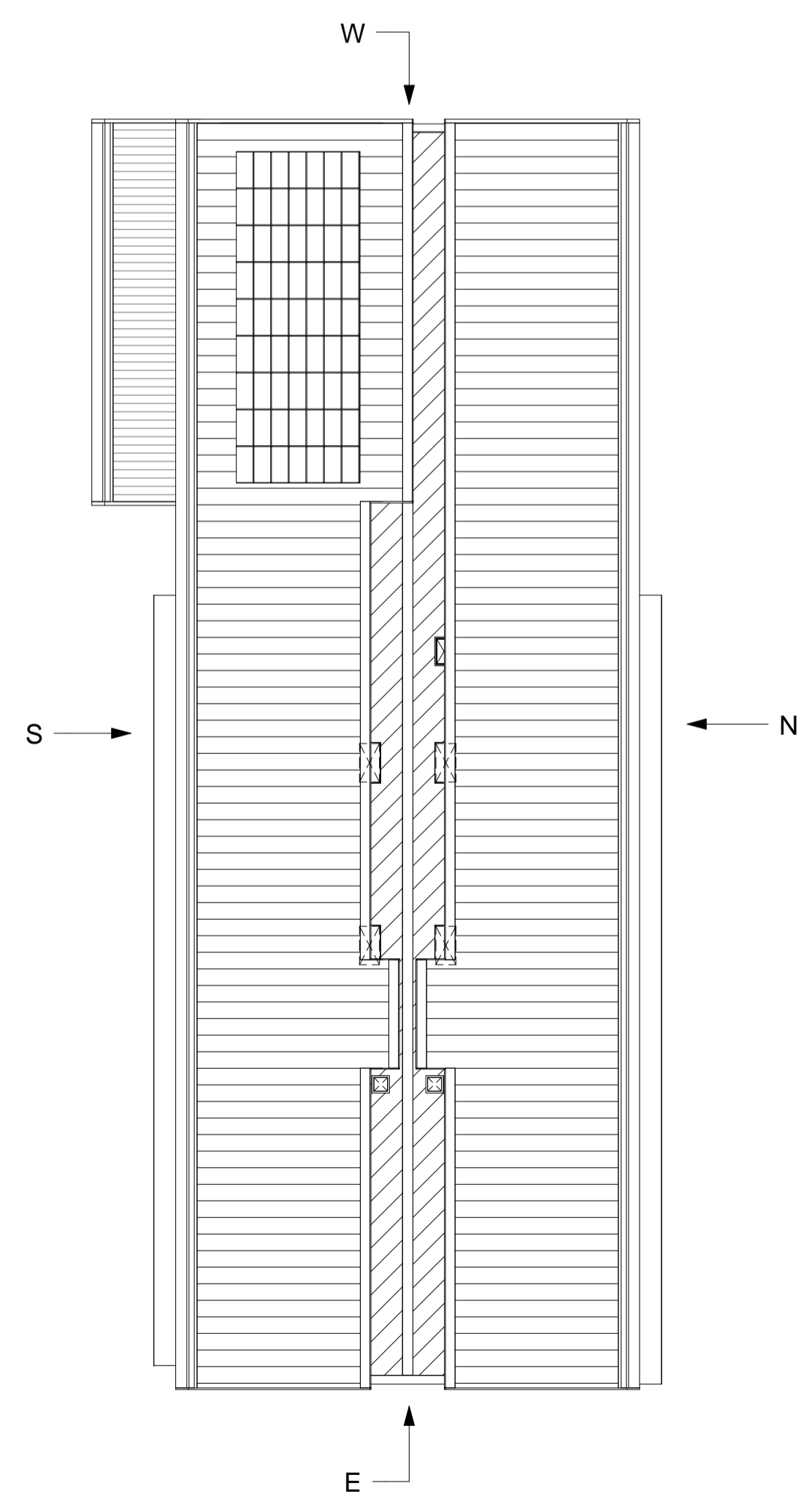
Proposed East Elevation (E)
1 : 100



Proposed West Elevation (W)
1 : 100

Materials

1. Rainscreen Cladding: Colour - Green/ Grey
2. Brickwork: Engineering Brick below DPC / Buff brick finish above DPC (Colour TBC)
3. Render Finish: Colour - White
4. PPC Aluminium Window / Curtain Walling: Colour - Grey
5. Standing Seam Roof: Colour - Grey
6. Downpipes - PPC Aluminium (Exact location to be confirmed)
7. PPC Aluminium Doors
8. External play canopy



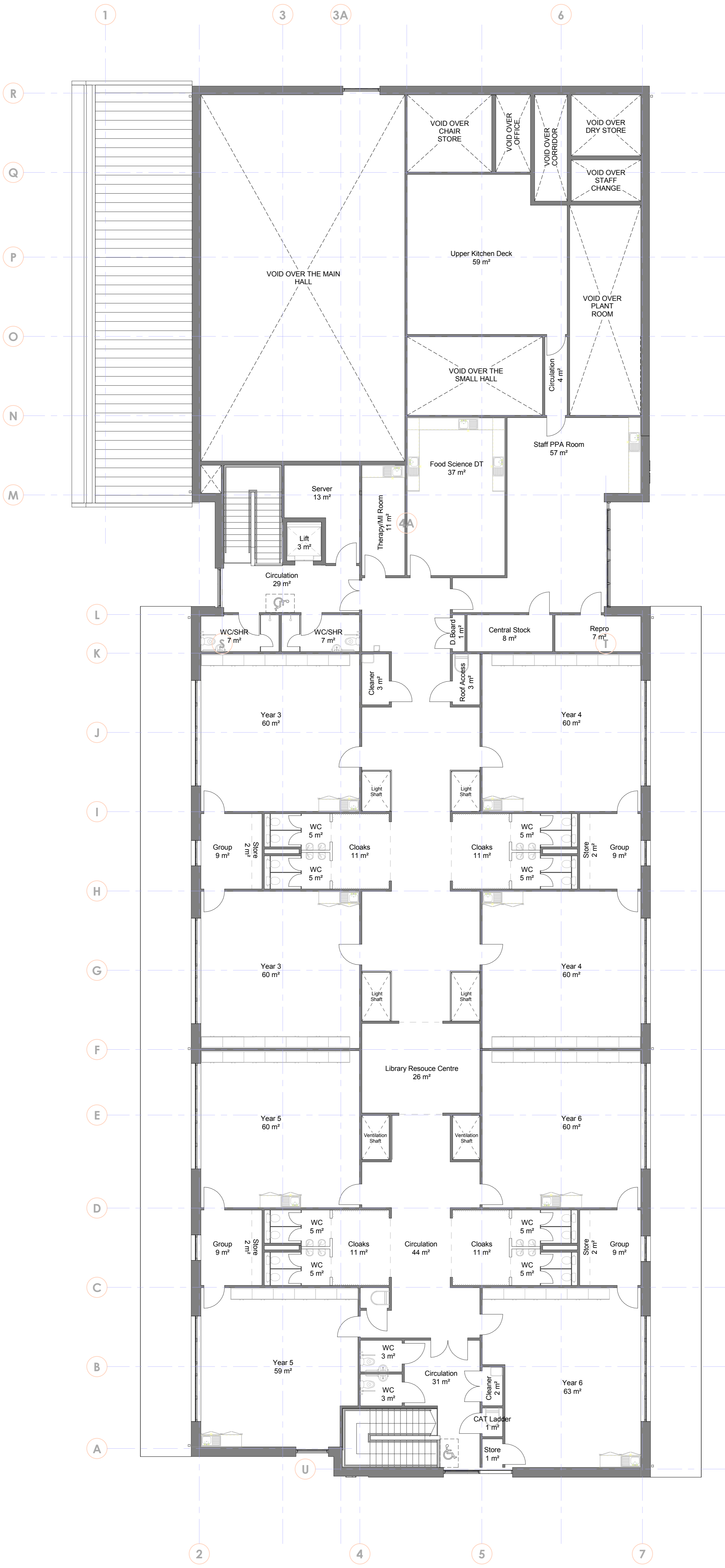
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| PL | PL01 | 23/10/16 | Drawing issued for PAC submission | | |
| STATUS | REV | DATE | DESCRIPTION | REVISED BY | |
| CLIENT | | | | GDD | |
| CARDIFF CITY COUNCIL | | | | CHECKED BY | AT |
| | | | | ORIGINATOR NO | 150050 |

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PROJECT
CARDIFF PRIMARY SCHOOLS
HAMADRYAD PRIMARY SCHOOL

DRAWING TITLE
Proposed Elevations

| | |
|--|----------------------------|
| SUITABILITY STATUS PL : PLANNING | SCALE As indicated @ A1 |
| PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER HAM-STL-XX-ZZ-DR-A-XXXX-02001 | REVISION PL02 |



First Floor Plan
1 : 100

| STATUS | REV | DATE | DESCRIPTION | REVISED BY |
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| PL | PL01 | 21/10/16 | Drawing issued for PAC submission | AT |

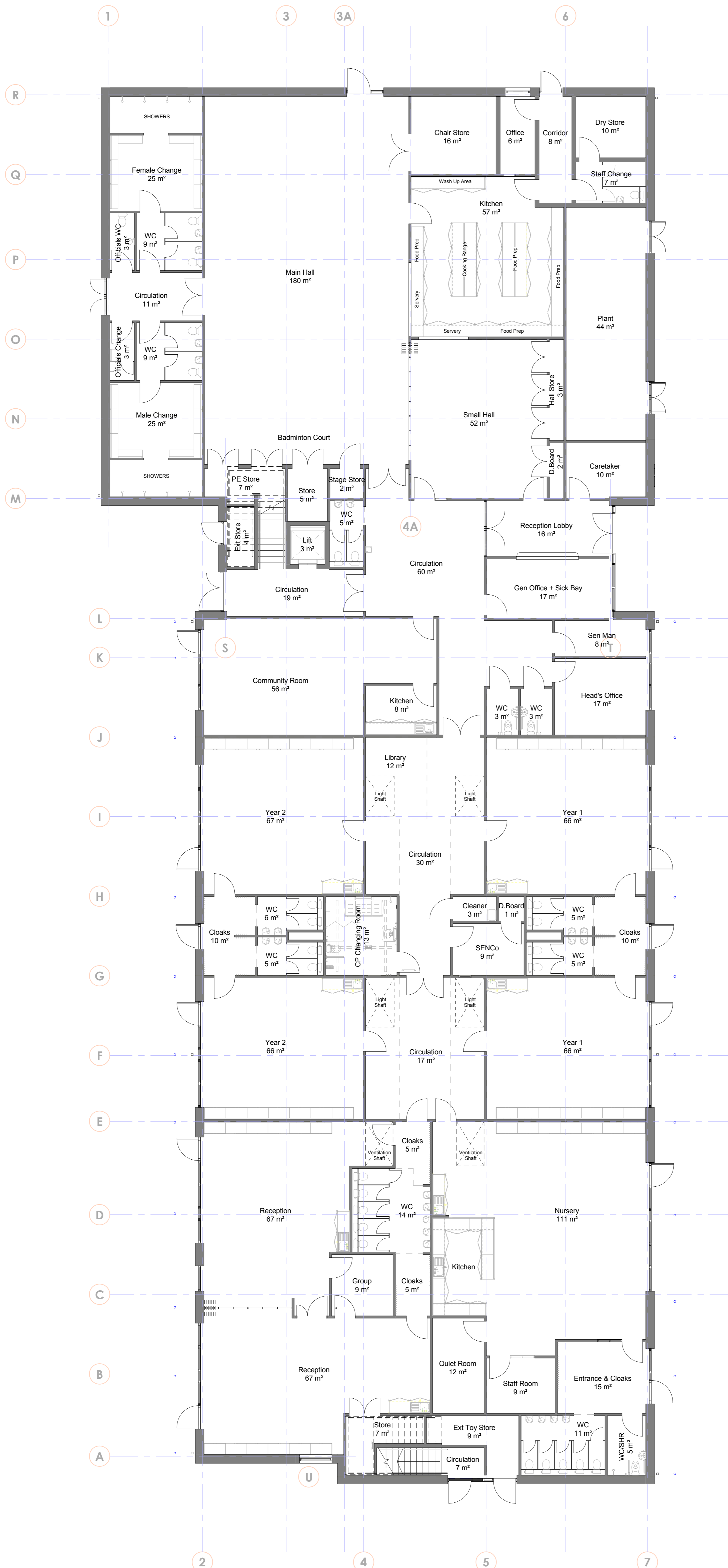
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ORIGINATOR NO: 150050

CONSULTANT:
STRIDE TREGLOWN
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PROJECT:
CARDIFF PRIMARY SCHOOLS
HAMADRYAD PRIMARY SCHOOL

DRAWING TITLE:
Proposed First Floor Plan

| SUITABILITY STATUS | SCALE |
|---|--------------|
| PL : PLANNING | 1 : 100 @ A1 |
| PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER | REVISION |
| HAM-STL-XX-ZZ-DR-A-XXXX-01002 | PL02 |



Ground Floor Plan
1 : 100

PL PL02 07/12/16 Planning Submission
PL PL01 21/10/16 Drawing issued for PAC submission

| STATUS | REV | DATE | DESCRIPTION | REVISED BY |
|----------------------|-----|------|-------------|---------------|
| CLIENT | | | | GDD |
| CARDIFF CITY COUNCIL | | | | CHECKED BY |
| | | | | AT |
| | | | | ORIGINATOR NO |
| | | | | 150050 |

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PROJECT
CARDIFF PRIMARY SCHOOLS
HAMADRYAD PRIMARY SCHOOL

DRAWING TITLE
Proposed Ground Floor Plan

SUITABILITY STATUS
PL : PLANNING

SCALE
1 : 100 @ A1

PROJECT | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | CLASSIFICATION | NUMBER | REVISION
HAM-STL-XX-ZZ-DR-A-XXXX-01001 | PL02

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MORGAN SINDALL

PL PL04 03/03/17 Image updated following design development
S2 P44 20/01/17 First Issue

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PROJECT

CARDIFF PRIMARY SCHOOLS
YSGOL HAMADRYAD

DRAWING TITLE

Hamadryad 3D view

| SUITABILITY STATUS | SCALE |
|--------------------|-------|
| PL : PLANNING | @ A3 |

| PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER | REVISION |
|---|----------|
| HAM-STL-XX-ZZ-VS-A-XXXX-V0001 | PL04 |

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PL PLO5 03/03/17 Image updated following design development
S2 P44 20/01/17 First Issue

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PROJECT

CARDIFF PRIMARY SCHOOLS

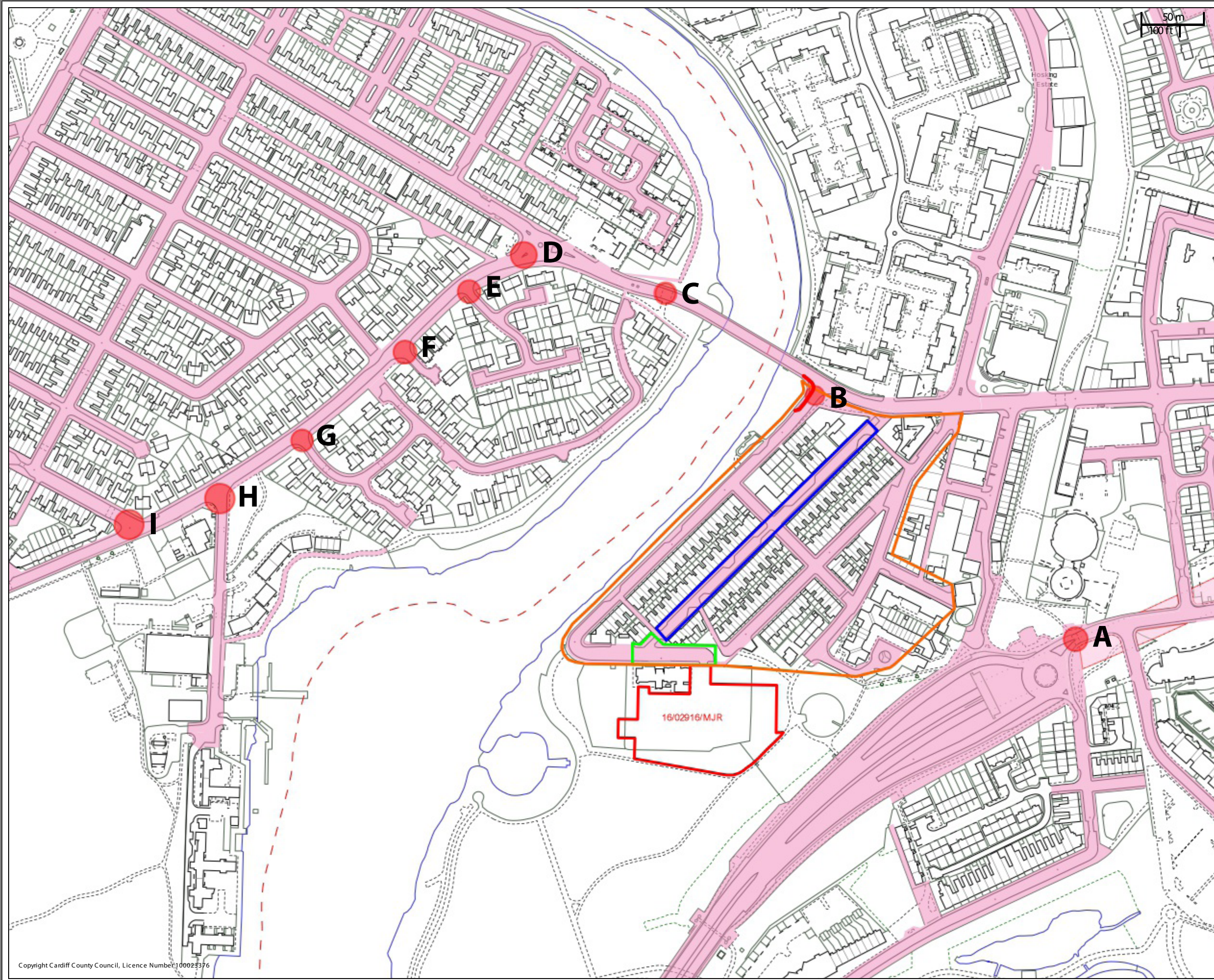
YSGOL GLAN MORFA

DRAWING TITLE

Glan Morfa 3D View

| SUITABILITY STATUS | SCALE |
|--------------------|-------|
| PL : PLANNING | @ A3 |

| PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER | REVISION |
|---|----------|
| GL-STL-XX-ZZ-VS-A-XXXX-V0001 | PL05 |



City of Cardiff Council
 Cyngor Dinas Caerdydd



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