

COMMITTEE DATE: 12/07/2017

APPLICATION No. **16/01107/MJR** APPLICATION DATE: 26/05/2016

ED: **CANTON**

APP: TYPE: Full Planning Permission

APPLICANT: Lower West Side Limited

LOCATION: DUKE OF CLARENCE HOTEL, 48 CLIVE ROAD,  
CANTON, CARDIFF, CF5 1HJ

PROPOSAL: ERECTION OF 17 NEW BUILD FLATS WITH PRIVATE  
PARKING AT CLIVE ROAD, CANTON

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**RECOMMENDATION 1:** That, subject to relevant parties entering into a binding planning obligation, in agreement with the Council, or otherwise under **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraph 8.6 of this report, planning permission be **GRANTED** subject to the following conditions:

1. The development permitted shall be begun before the expiration of three 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. This consent relates to the following plans and documents:

Plans

G1353-P00 rev. A; P100; P101; P01 rev. E; P02 rev. H; P03 rev. E; P04 rev. E; P05 rev. E; P06 rev. J; P07 rev. G; P08; P09 rev. E; P10 rev. A; P11 rev. A; P12 rev. A; P13 rev. A; P14 rev. A; P15 rev. A.

Documents

CWA Design and Access Statement ref: G1353

Reason. For the avoidance of doubt.

3. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and

submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

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

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

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

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

5. 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.

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

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

7. Notwithstanding the submitted plans, details showing the following capacities for refuse containers shall be submitted to and approved in writing by the Local Planning Authority, the approved details shall be provided prior to the beneficial occupation of the development and thereafter be retained and maintained.

Dry recyclables	2x 1100 litre bulk bins
Food waste	1x 240 litre bin
General waste	2x 1100 litre bulk bins

Reason. To ensure an orderly form of development.

8. Notwithstanding the submitted plans, details of the vehicle and pedestrian gates to the courtyard shall be submitted to and approved in writing by the Local Planning Authority. The details shall provide for gates that provide an appropriate level of light penetration and shall not be in the form of solid roller shutters. The approved gates shall be installed prior to the beneficial occupation of the development and shall thereafter be retained and maintained.

Reason. To ensure an orderly form of development. In the interests of crime and anti-social behaviour prevention and in the interest of visual amenity.

9. The car parking spaces and cycle storage provision shown on the approved plans shall be provided prior to the development being brought into beneficial use and thereafter shall be maintained and shall not be used for any purpose other than the parking of vehicles and cycles.

Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway, and to promote alternative modes of transport.

10. Prior to the commencement of development, a Construction Management Plan (including, but not limited to, construction traffic routes, site hoardings, site access, parking of contractors vehicles etc.) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved Plan.

Reason. To ensure an orderly form of development and protect the amenities of the area.

11. Notwithstanding the submitted plans, a schedule of finish material shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason. In the interests of visual amenity.

12. Samples of the external finishing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented as approved.

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

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

- (i) determining the extent and effects of such constraints 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 licence. The following must not be imported to a development site:
  - Unprocessed / unsorted demolition wastes.
  - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
  - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

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

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

**RECOMMENDATION 3:** Prior to undertaking any works within the adopted highway, the consent of the Operational Manager Asset Management should be obtained ([Highways@cardiff.gov.uk](mailto:Highways@cardiff.gov.uk)).

**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.

## 1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

1.1 A full application for the residential redevelopment of a cleared site (formerly the Duke of Clarence Hotel) to accommodate 17 flats, including the provision of refuse and cycle storage facilities (17 cycles) and the creation of courtyard vehicle parking facilities for 5 vehicles.

1.2 The proposed development is of a 3.5 storey scale, with the proposed flats being set over four floors, with the fourth floor accommodation being partially in the roof space. The roof itself has a pitched design, of slightly varying ridge heights (max. approx. 12.4m – min. approx. 11.2m). Eaves levels also vary in a corresponding manner. There are small dormer windows set into the roof of the rear annexe element, on both sides, with gable features to the Pembroke Road elevation.

The main element (fronting Clive Road) is the tallest element, with the annexe stepping down twice, to end in a hipped roof form adjacent to a 'coach house' to the rear of the application site.

The proposed building would be finished in a combination of stone, facing brick, wood and metal cladding and render, with a tiled roof. There are feature false box bay windows to both the Clive Road and Pembroke Road elevations.

1.3 Vehicular access to the courtyard is via an archway off Pembroke Road, with pedestrian access via a secondary doorway adjacent to the vehicle route off Pembroke Road.

1.4 The proposed flats comprise 7no. 2 bed units and 10no. 1 bed.

1.5 The proposal has been amended to provide 17 flats (originally 18).

## 2. **DESCRIPTION OF SITE**

2.1 The site is approx. 560sqm in area, and has been cleared after the demolition of the original structures. The original buildings comprised a two storey element fronting Clive Road and wrapping around into Pembroke Road, also at two storey height for approx. half of the length of this frontage along Pembroke Road, the building then reduced to a single storey flat roof building for the remainder of its length, meeting the 2 storey coach house at the end (the coach house is not included within this application site). A beer garden area was sited between the building and the site boundary to the dwellings adjacent, fronting Clive Street, with several small single storey extensions around.

2.2 The properties adjacent (fronting Clive Road) are in residential use. The application site shares a boundary to no. 44 and 46 Clive Road.

The rear boundary is formed by the 'coach house', which is in the ownership of the same applicant as this application. The dwellings to Pembroke Road and Clive Road are predominantly two storey terraces, however it is of note that no. 46 Clive Road is a three storey property, and there are several three storey flat

developments nearby.

### 3. **SITE HISTORY**

3.1 16/00164/MNR – Demolition of whole building – Prior Approval granted.

16/01335/MNR – Change of Use and conversion of building formerly part of the Duke of Clarence to a single dwelling – Granted.

### 4. **POLICY FRAMEWORK**

4.1 The site is located within an area of existing residential use.

4.2 The relevant Local Development Plan Policies are:

KP5 Good Quality and Sustainable Design

KP7 Planning Obligations

H2 Conversion to Residential Use

T5 Managing Transport Impacts

W2 Provision for Waste Management Facilities in Development

4.3 The following Guidance was supplementary to the development Plan, now superseded by the Local Development Plan. However, it is considered consistent with adopted Local Development Plan policies and provides relevance to the consideration of this proposal to help and inform the assessment of relevant matters:

Access, Circulation and Parking Standards 2010

Infill Sites 2011

In addition to the above, the following new Supplementary Planning Guidance is also relevant:

Locating Waste Management Facilities Jan. 2017

Planning Obligations Jan. 2017

### 5. **INTERNAL CONSULTEE RESPONSES**

5.1 The Transportation Manager has no objection, making the following comments:

*The proposed development entails the replacement of the existing public house with a development of 18 one and two bed flats. In accordance with the SPG (Access, Circulation & Parking) the minimum parking requirement for the proposed use is at least 9 spaces – and since only 5 off-street spaces are proposed, together with the loss of some existing kerbside space as a consequence of the construction of the new access, there will clearly be a shortfall which may result in some overspill parking which would exacerbate existing kerbside pressure in the vicinity – evidence of which is provided by the existence of existing areas of Resident Permit Holder Only restrictions.*

*Set against that is the sustainable location of the site with ready access to public transport/shops/services etc., the previous use of the site as a public house – with no off-street parking, together with the consideration that previous precedents have been set with regards to the conversion to flats of other public houses in other similar inner-city locations. Indeed I believe that there's a history of appeals against refusals of previous similar applications being upheld.*

*Mindful of the above I consider that it would difficult to sustain an objection to the current application on the grounds of overspill parking. I'm strengthened in this view by the knowledge that future occupants of the new flats would not be entitled to Resident Permits – and also that there are proposals to increase the proportion of kerbside space dedicated to these restrictions from 50 to 75% - thereby providing additional protection for existing residents.*

*Mindful of the aforementioned considerations, and in mitigation of the aforementioned overspill parking, rather than a contribution towards public transport enhancement in this instance I would request a Section 106 contribution of **£5,000** towards the cost of implementing the new Orders which I've described.*

*Conditions are required with respect to the provision and future retention of car (D3D) and cycle (C3S) parking together with a Construction Management Plan condition requiring the submission of details of construction traffic routes, site hoardings, site access, parking of contractors' vehicles etc.*

*I'd also suggest a second recommendation advising the applicant of the need to secure the consent of the Operational Manager, Asset Management (via 'Highways@cardiff.gov.uk') prior to undertaking any works within the adopted public highway in relation to the construction of the new access, temporary diversion of the existing footpath adjoining the site, erection of scaffolding/placement of skips in the highway etc.*

- 5.2 The Highways Drainage Manager has been consulted and no comments have been received.
- 5.3 The Waste Manager advises that whilst the bin storage area as indicated on the amended plans is acceptable, it should be designed to be able to meet the required capacities. In addition, details of the location of dropped kerbs to facilitate the movement of containers for collection are required.
- 5.4 The Pollution Control Manager (Contaminated Land) has no objection, subject to conditions in respect of contaminated land issues, with further contaminated land advice.
- 5.5 The Pollution Control Manager (Noise & Air) has no comment on the proposals.
- 5.6 The Regeneration Manager has been consulted and no comments have been received.

- 5.7 The Parks Manager has no objection, subject to a financial contribution towards the design, improvement and/or maintenance of public open space in the vicinity of the site, making the following comments:

**Design Comments**

*There are no existing highway trees adjacent to the new development.*

**Open Space Provision**

*These comments relate to the current LDP (C5 Provision for Open Space, Outdoor Recreation, Children's Play and Sport; KP16 Green Infrastructure; EN8 Trees Woodlands and Hedgerows), supported by policies set out in the 2008 Supplementary Planning Guidance for Open Space which set the Council's approach to open space provision.*

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

*Based on the information provided on the number and type of units, I have calculated the additional population generated by the development to be **26.1**. This generates an open space requirement of **0.063 ha** of on-site open space based on the criteria set for **Housing accommodation**.*

*As no public open space is being provided on-site, the developers will be required to make a financial contribution towards the provision of open space off-site, or the improvement (including design and maintenance) of existing open space in the locality. Based on the above assessment the contribution payable will be **£27,080**. I enclose a copy of the calculation*

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

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

*Use of the contribution will be confirmed either at S106 stage. The closest areas of recreational open space are **Grange Gardens and Victoria Park**.*

- 5.9 The Housing Strategy Manager makes the following comments:

*As the site is suitable for affordable housing, in line with the adopted Local Development Plan (LDP), an affordable housing contribution of 20% is sought on this brown-field site.*



*Our priority is to deliver affordable housing on-site, however, given the proposed design of the scheme, the practicality of managing and maintaining affordable housing on-site for a Registered Social Landlord may be unsustainable.*

*As an alternative to on-site provision, we would be willing to accept the affordable housing contribution as a financial contribution in lieu. On that basis we would seek a financial contribution of **£202,710** (in lieu of 3 units (20%)) which is calculated in accordance with the formula in the Affordable Housing – Supplementary Planning Guidance (SPG) (2017).*

- 5.10 The Neighbourhood Renewal Manager (Access) has been consulted and no comments have been received.

## 6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 Dwr Cymru/Welsh Water have no objection subject to conditions in respect of site drainage.
- 6.2 South Wales Fire & Rescue Service have provided advice that has been passed to the agent.
- 6.3 South Wales Police offer advice in respect of crime prevention and Secured by Design. These comments have been passed to the agent.

## 7. **REPRESENTATIONS**

- 7.1 Adjacent occupiers have been consulted and the application has been advertised on site and in the press in accordance with adopted procedures. 6no. letters have been received from occupiers of dwellings on Clive Road and Pembroke Road, raising the following objections to the proposals:

- The proposals provide insufficient parking for the number of potential residents, which will result exacerbate the existing parking problems in the area;
- The proposed building is out of scale and much bigger than the existing pub buildings on site;
- The scale of the proposals fronting Pembroke Road result in loss of privacy and light.

- 7.2 Local Members have been consulted and any comments will be reported to Committee.

## 8. **ANALYSIS**

- 8.1 A full application for the redevelopment of a cleared site formerly occupied by a public house to provide 17 one and two bed flats, with associated off street car parking, cycle parking and refuse storage facilities.

- 8.2 In terms of the land use policy implications of the proposals, the application premises fall within the settlement boundary as defined by the LDP proposals map and is afforded no specific designation or allocation. Clive Street is characterised by residential properties, as such the redevelopment of the site for flats is considered acceptable in relation to land use policy and the application raises no land use policy concerns.
- 8.3 In terms of design, the proposals under consideration have been reduced in scale from the original submission including a reduction in the number of flats from 18 to 17. The proposed development has been considered in two parts, the element fronting Clive Road and the 'annexe' fronting Pembroke Road.

### Scale and Massing

Given the location of the site on the corner of Clive Road and Pembroke Road, it is considered that the site can accommodate a larger scale building than may be found further along the terrace, forming a 'book-end' to this part of the street scene.

The adjacent property at no. 46 Clive Road is an individual building, of three storey scale. With regard to the relationship with no. 46, the proposed building fronting Clive Road would be approx. 2.0m higher at ridge, and approx. 1.5m higher at eaves. This increase in scale is not considered to represent an over-dominant or discordant structure in terms of its scale and massing, having regard to the differing scale and massing of the adjacent dwellings and other flat development nearby.

Whilst it is acknowledged that the 'annexe' element is considerably larger than the original structure along this frontage, the proposed 'annexe' is subservient to the frontage element, benefiting from three staggered roof heights. The gable feature to the side of the frontage element, followed by the three distinct sections of the annexe help to break up the mass of building along this frontage. The relationship with the 'coach house' adjacent to the rear of the application site (within the applicant's ownership and benefitting from consent for conversion to a dwelling) is similar to that of the frontage element with no. 46 Clive St in that the ridge height of the 'annexe' is approx.. 2m higher than the existing 'coach house'. In acknowledging the half storey height increase in built form, it is considered that the 'annexe' helps to form a reasonable corner feature, at the point where Pembroke Road takes a slight southward break.

With a separation distance of approx. 12m from the side elevation of the proposal, to the elevations of the existing dwellings on the opposite side of Pembroke Road, it is considered that there is sufficient distance so as not to result in unacceptable harm to existing occupiers in respect of undue scale and massing.

### Overlooking/Overbearing/Overshadowing

Concerns were raised early in the consideration of the application in respect of the development on the amenities of the occupiers of no. 44 and no. 46 Clive

Road.

In light of these concerns (overlooking/overbearing/loss of privacy) the proposals have been the subject of several amendments, including a reduction in footprint to the annexe seeing the window to boundary distance (to no. 44) extended to beyond the 10.5m minimum requirement (approx. 10.8m minimum) and several reductions in height, including the removal of the 'third' floor for that section of the 'annexe' that lies directly adjacent to the amenity space serving the ground floor maisonette at no. 46 Clive Road (the area of primary concern)

A modelling exercise has been undertaken, and it is considered that given the separation distance from the 2.0m high boundary wall of no. 46 and the side elevation of the 'annexe' (approx. 5.0m), the reduced eaves height (approx. 6.6m – down from approx. 8.3m), and the orientation of the 'annexe' to the north of the amenity space to no. 46, it is considered that there would be insufficient evidence to sustain refusal of consent on grounds of overbearing/overshadowing development.

There are no proposed windows that would compromise the privacy or amenity of the occupiers of no. 46.

With regard to the impact on the occupiers of dwellings fronting the north side of Pembroke road, it is acknowledged that the proposals result in a significant increase in built form directly opposite. It is also acknowledged that this increase in scale is likely to have some impact on sunlight previously received from the south. However, it is also noted that whilst impact on light is a material consideration, there is no 'right to light' under Planning Legislation. It is considered that sufficient ambient light will penetrate to existing south facing windows serving those dwellings on the north side of Pembroke Road so as to preclude any sustainable grounds for refusal of consent in terms of loss of light. This position appears to be supported insofar as the submitted sun path analysis plans do not indicate any significant change due to the proposed development.

In terms of overbearing on those dwellings, the issue of scale and massing has been discussed above and the proposals would not cause such harm that would justify or sustain refusal of consent on ground of being overbearing on those dwellings.

It is of note that concerns have been raised in representations in respect of loss of privacy to occupiers of dwellings to the north of Pembroke Road. In this regard, and whilst it is acknowledged that the 'window to window' separation is less than the 21m indicated in adopted Guidance, it is also of note that at 12m, this is the same degree of separation that the majority of dwellings to Pembroke Road have already. It is also of note that there were already windows at this distance to the side elevation of the (demolished) pub, directly opposite the side elevation of 50 Clive Road. In this case, whilst there is undoubtedly an increase in fenestration to this frontage (particularly in front of no. 152 & 154 Pembroke Road, it is considered that there would be no justifiable or sustainable grounds

to refuse consent in terms of loss of privacy.

### Appearance

The design is such that it reflects the broadly vertical emphasis of the adjacent dwellings.

The street scene is particularly diverse along Clive Road, with many variances in built form. There are several differing styles of 2 storey terraced dwellings, interspersed with 2.5-3 storey dwellings with unique facades, and modern three storey flat developments. Pembroke Road is more regimented from the point where the road 'breaks' to the south. From that point to the junction with Clive Road, there are again several differing structures (with the application site being cleared).

The proposals reflect the verticality of the adjacent dwelling at no. 46, while incorporating a more contemporary bay underneath a gable feature to Clive Road. The 'annexe' continues the use of contemporary box bay windows to the upper floors. The proposed building has pitched roofs, with small hips to the final section of the 'annexe', softening the interface with the adjacent 'coach house'. The use of small dormer windows is also an existing feature in the area, particularly to the front and rear of the property at 150-152 Clive Road.

It is considered that the design and appearance maintains a contextual connection to the vicinity.

### Materials

The number and consequent arrangement of the differing finishing materials proposed are considered to be over-complicated. A simplified palette, which includes materials which are more characteristic of the local area is therefore recommended. In this case, condition 11 requires the submission and approval of an amended schedule of materials, with condition 12 requiring the submission and approval of samples.

- 8.4 It is noted that the site offers very little in terms of on site amenity space. However, it is located within a short walk of both Thompson's Park and Victoria Park and this coupled with the breakdown of the proposed flats (7 x 2bed and 10 x 1bed), and the consequent limited likelihood that they will be used as family accommodation, would make it difficult to sustain an objection to the proposal on this basis.
- 8.5 With regard to the traffic and parking matters raised in objection, the advice of the Operational Manager Transportation can be found in para. 5.1 above, where it can be seen that no objection is raised in respect of highway safety, or parking provision, subject to a number of conditions and a contribution towards the enactment of additional Traffic Orders in the vicinity. In this case, there would be no sustainable grounds to refuse planning permission on the basis of lack of parking provision.

8.6 S106 matters – The following contribution requests have been made, with reference made to the Community Infrastructure Levy tests:

Parks – A contribution of **£27,080** is requested towards the maintenance/provision of open space in the vicinity of the site.

Housing Strategy – A financial contribution of **£202,710** is requested (in lieu of 3 units), or, 3x LCHO units on site.

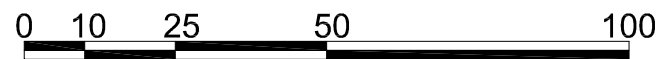
Traffic & Transportation – A financial contribution of **£5000** is requested towards the cost of implementing enhanced resident parking permit Traffic Orders in the vicinity of the site.

8.7 The application has been the subject of a financial viability appraisal and assessment by the District Valuation Service (DVS). In preparing their report, the DVS concluded that the development would deliver a surplus of £65,500 on the basis of a wholly market housing scheme. It is proposed to allocate the financial contribution proportionately between the Parks Service and Affordable Housing which would result in the following financial contributions:

- £5,000 towards the cost of implementing enhanced resident parking permit Traffic Orders in the vicinity of the site.
- 7,393 towards the maintenance/provision of open space in the vicinity of the site.
- £53,107 towards the provision of affordable housing

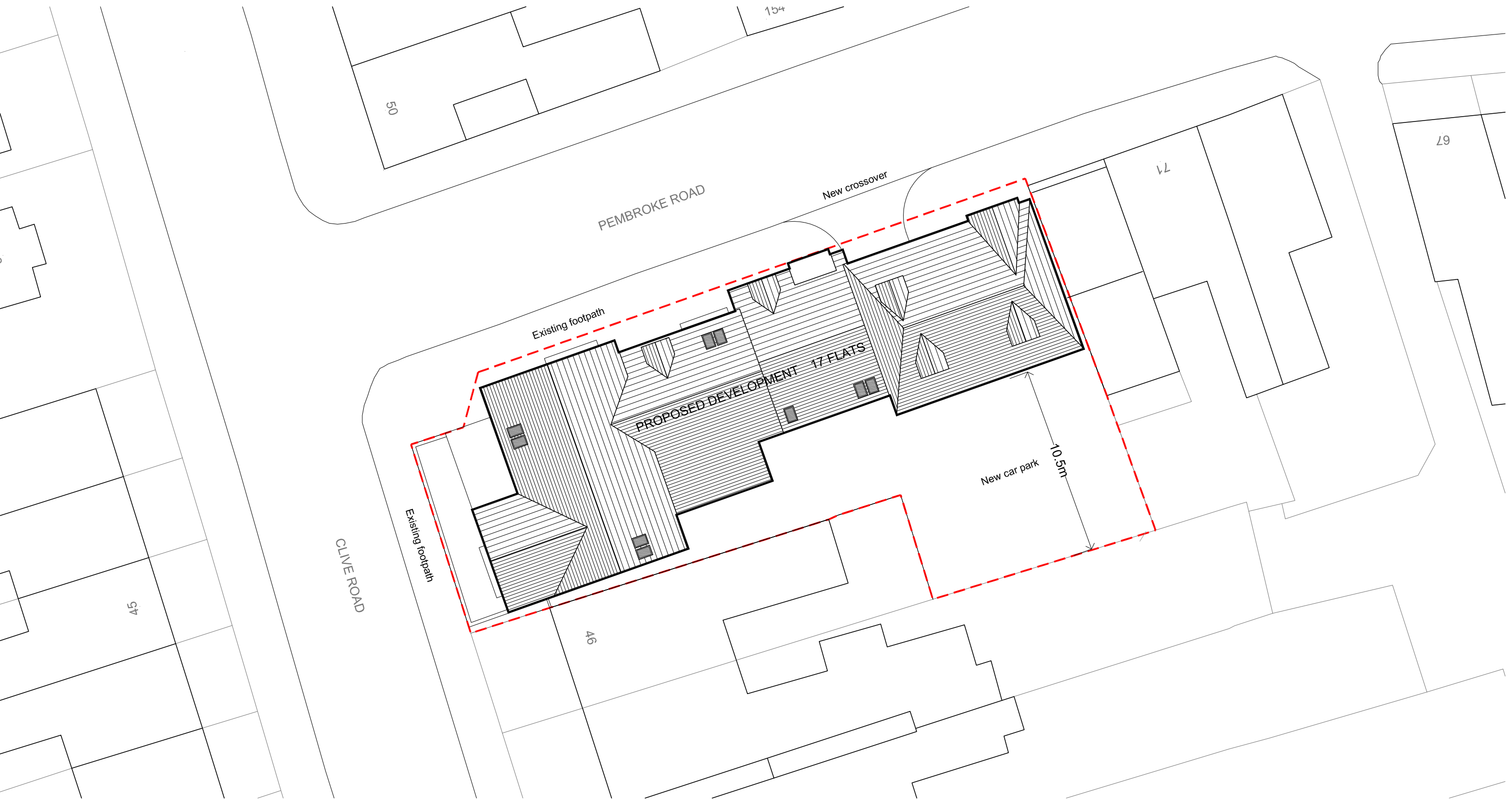
The trigger for the receipt of these contributions will be upon first occupation of any residential unit.

8.8 In light of the above, and having regard to adopted planning policy guidance it is recommended that planning permission be granted, subject to a legal agreement and conditions.



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Project Name : Duke of Clarence, Canton		Project Ref : G1353	
Drawing Title : Location Plan	Drawing Number : P100		Scale : 1:1250 @ A3
Revision: -	Drawn by: rb	Date: Jan 2016	



REV E (26.06.2017) - Roof plan updated to reflect amendments to plans  
 REV D (24.03.2017) - Roof plan updated to reflect amendments to plans  
 REV C (07.12.2016) - Roof plan updated to reflect amendments to plans  
 REV B (14.09.2016) - Roof plan updated to reflect amendments to plans  
 REV A (13.07.2016) - Roof plan updated to reflect amendments to plans and elevations

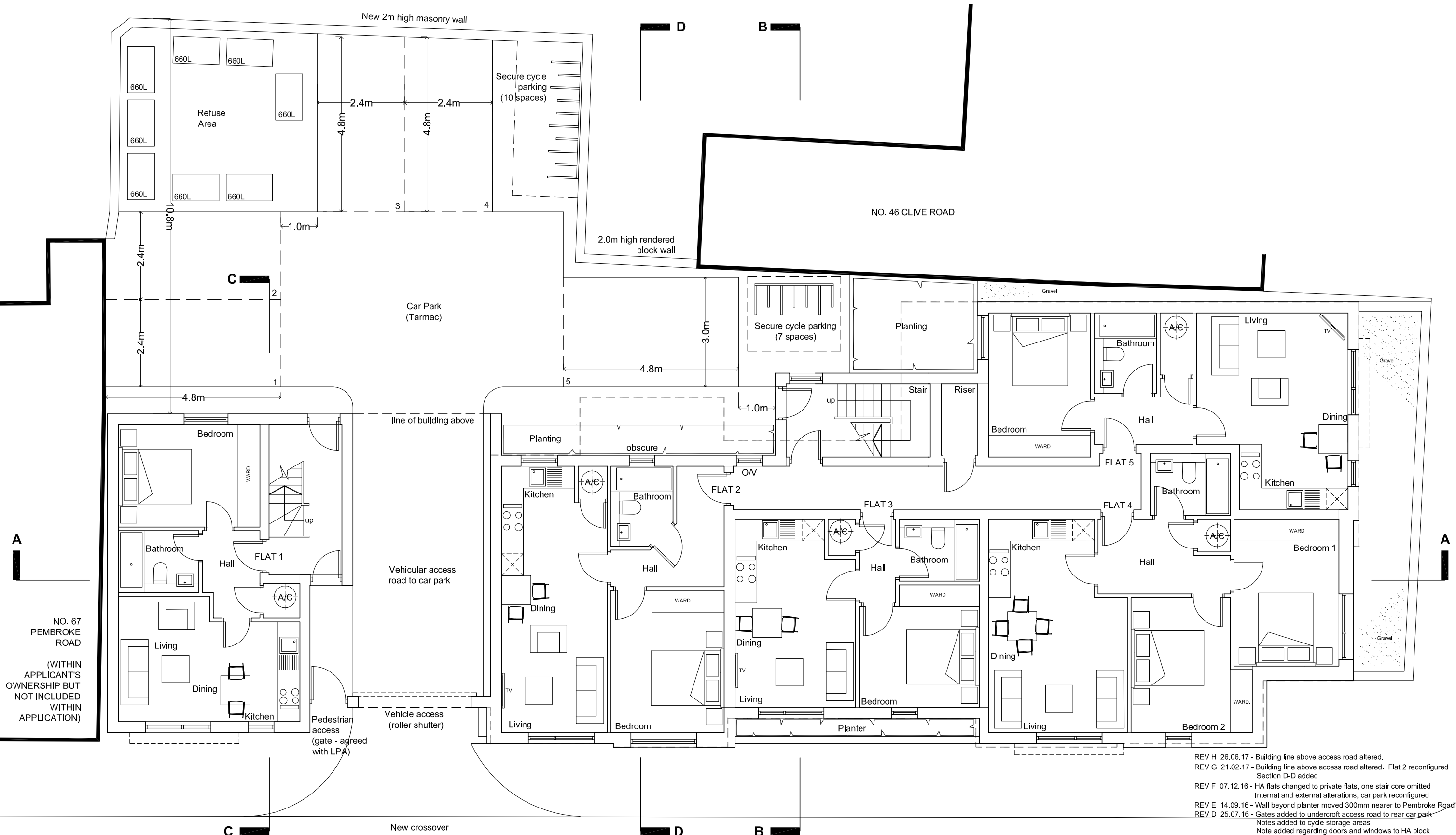


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Project Name :	Duke of Clarence, Canton
Project Ref :	G1353

Drawing Title :	Proposed Site Plan	Scale :	1:200 @ A3
Drawing Number :	P01		

Revision:	E	Drawn by:	rb	Date:	Jan 2016
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NO. 67  
PEMBROKE  
ROAD  
  
(WITHIN  
APPLICANT'S  
OWNERSHIP BUT  
NOT INCLUDED  
WITHIN  
APPLICATION)

- REV H 26.06.17 - Building line above access road altered.
- REV G 21.02.17 - Building line above access road altered. Flat 2 reconfigured Section D-D added
- REV F 07.12.16 - HA flats changed to private flats, one stair core omitted Internal and external alterations; car park reconfigured
- REV E 14.09.16 - Wall beyond planter moved 300mm nearer to Pembroke Road
- REV D 25.07.16 - Gates added to undercroft access road to rear car park  
Notes added to cycle storage areas  
Note added regarding doors and windows to HA block
- REV C 13.07.16 - Separating distance note amended
- REV B 13.07.16 - Plan amendments including increasing separation distances to No.46 Clive Road. Section C-C added
- REV A 22.06.16 - Sectional cut lines shown (Sections A-A & B-B)

PEMBROKE ROAD

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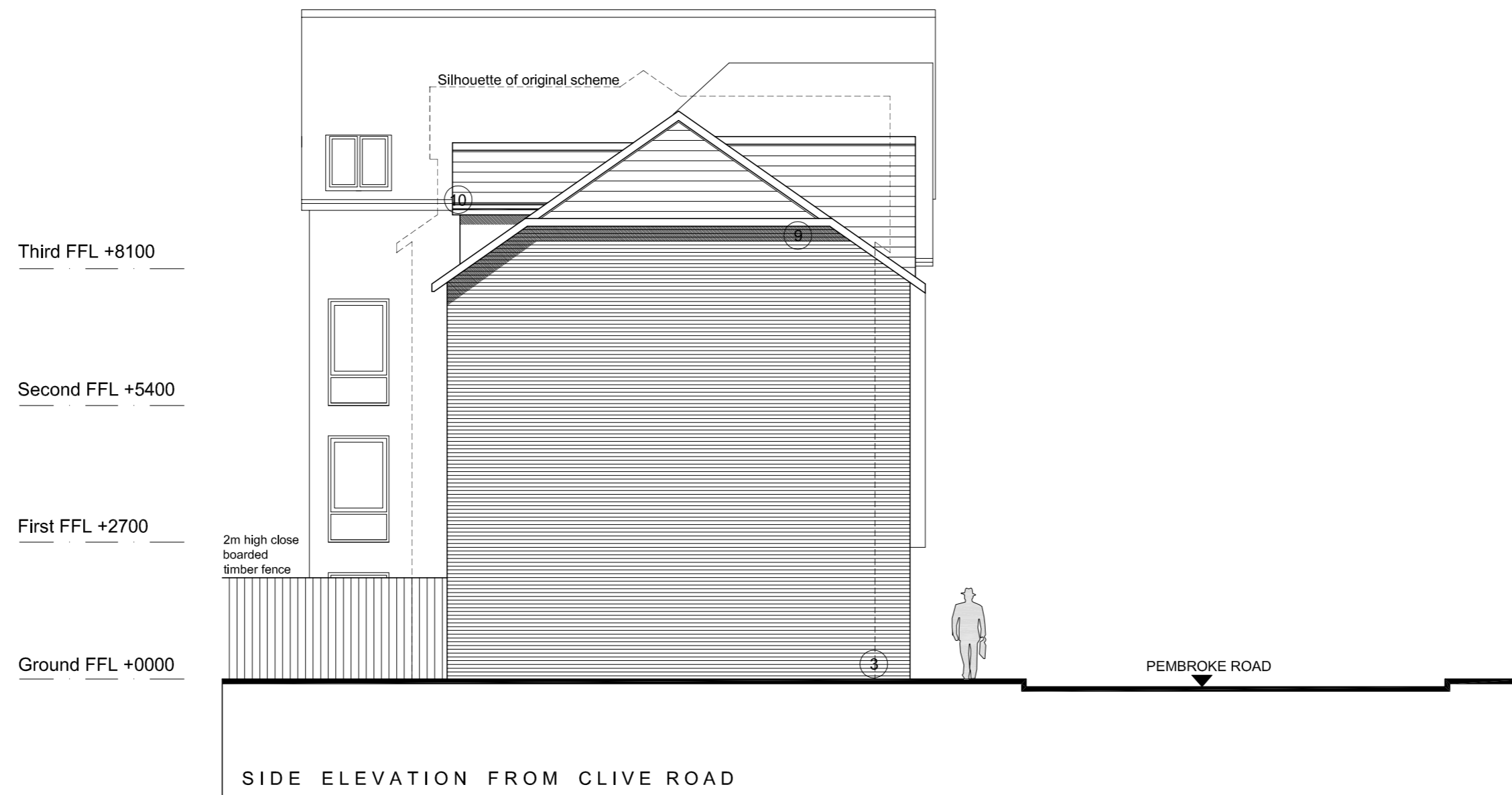
Project Name : Duke of Clarence, Canton	
Project Ref : G1353	
Drawing Title : Proposed Ground Floor Plan	Scale : 1:100 @ A3
Drawing Number : P02	
Revision: H	Drawn by: rb Date: Dec 2016





MATERIALS KEY

- ① Colour coated windows with clear double glazing
- ② Profiled metal cladding
- ③ Red facing brickwork
- ④ Timber cladding
- ⑤ Rough coursed stone
- ⑥ Blue/black cement fibre roof tiles
- ⑦ Velux type rooflights
- ⑧ Sand cement render
- ⑨ Colour coated barge boards, fascias, soffits & rainwater goods
- ⑩ Lead dormer
- ⑪ Precast concrete cill / coping
- ⑫ Colour coated roller shutter



REV J 19.06.17 - Flat 14 changed to 1-bed flat. Roof changed accordingly  
Minor internal alterations

REV H 21.02.17 - New cantilevered 'bay' window added

REV G 07.12.16 - HA flats changed to private flats, one stair core omitted  
Internal and external alterations; car park reconfigured

REV F 14.09.16 - Eaves & ridge height dropped to roof above flats 7 & 8 (private)  
Partial hip shown to roof adjacent to existing building  
New windows to flats HA4 and HA7


REV E 25.07.16 - Pembroke Rd elevation amended to show roller shutter  
to undercroft access road to rear car park

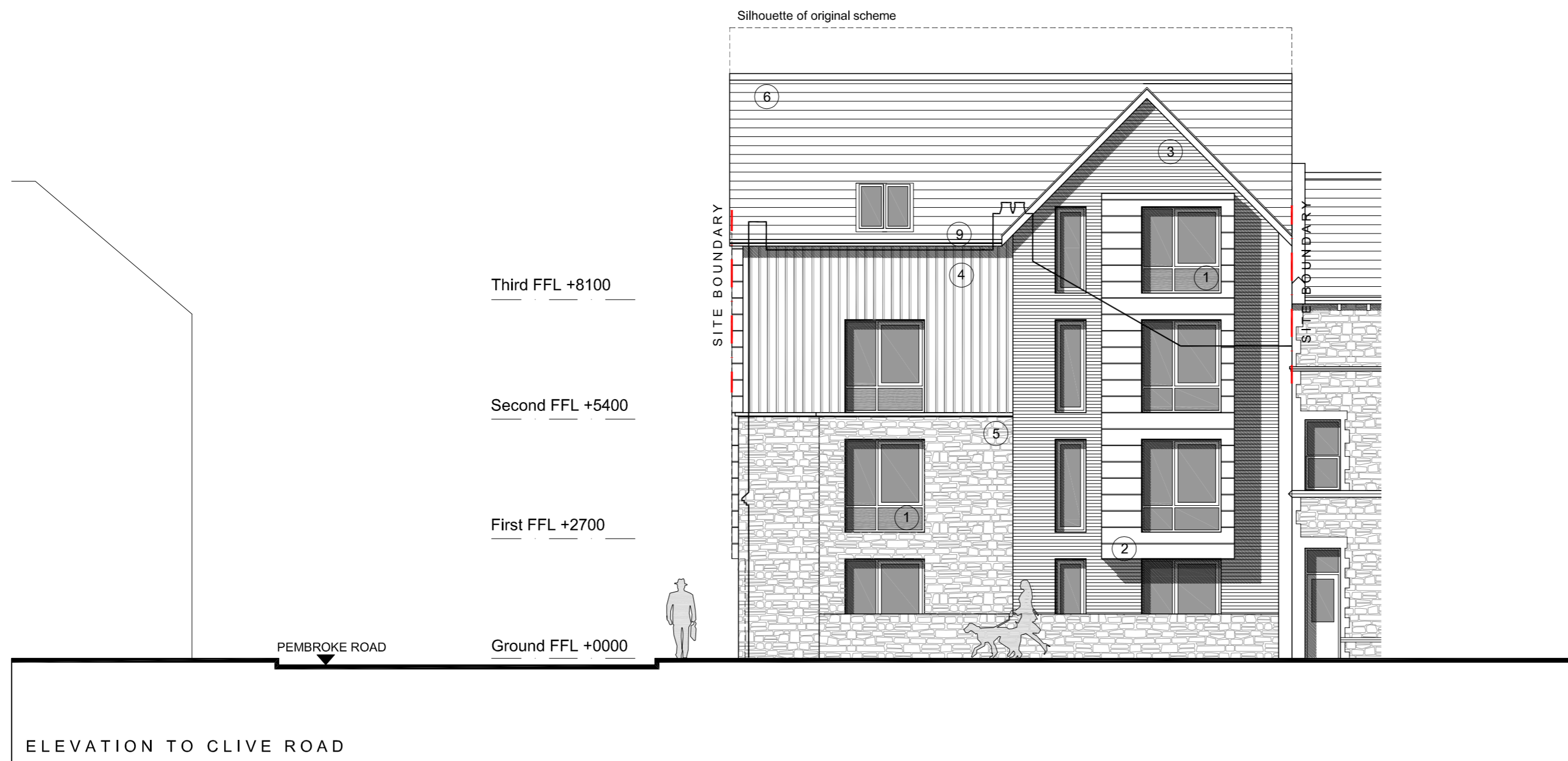
REV D 13.07.16 - Side elevation amended to show hip roof in background

REV C 13.07.16 - Existing building outline changed to solid line

REV B 13.07.16 - Floor to Floor heights reduced. Gable pitch reduced to south  
western block to lower ridge height further

REV A 21.06.16 - Outline of existing building shown (as a dashed line)  
Existing neighbouring buildings shown in more detail

 <b>C. W. ARCHITECTS Ltd</b> Grosvenor House, 8 Park Grove, Cardiff CF10 3BN Tel: +44 (0)2020 223120 Fax: +44 (0)2020 390367 Email: cwa@cwanarchitects.co.uk		Project Name : Duke of Clarence, Canton Project Ref : G1353	
		Drawing Title : Proposed Elevations (1) Drawing Number : P06	Scale : 1:100 @ A2
Reviser : J	Drawn by : rb	Date : Jan 2016	



- MATERIALS KEY**
- ① Colour coated windows with clear double glazing
  - ② Profiled metal cladding
  - ③ Red facing brickwork
  - ④ Timber cladding
  - ⑤ Rough coursed stone
  - ⑥ Blue/black cement fibre roof tiles
  - ⑦ Velux type rooflights
  - ⑧ Sand cement render
  - ⑨ Colour coated barge boards, fascias, soffits & rainwater goods
  - ⑩ Lead dormer
  - ⑪ Precast concrete cill / coping
  - ⑫ Colour coated roller shutter



REV G 19.06.17 - Flat 14 changed to 1-bed flat. Roof changed accordingly  
 Minor internal alterations. Rooflights (obscure) added  
 Cantilevered 'bay' window omitted

REV F 21.02.17 - New cantilevered 'bay' window added

REV E 07.12.16 - HA flats changed to private flats, one stair core omitted  
 Internal and external alterations, car park reconfigured

REV D 14.09.16 - Eaves & ridge height dropped to roof above flats 7 & 8 (private)  
 Partial hip shown to roof adjacent to existing building

REV C 13.07.16 - Existing building outline changed to solid line

REV B 13.07.16 - Floor to Floor heights reduced. Gable pitch reduced to south  
 western block to lower ridge height further. No.50 Clive Rd added

REV A 21.06.16 - Outline of existing building shown (as a dashed line)  
 Existing neighbouring buildings shown in more detail