

LOCAL MEMBER OBJECTION

COMMITTEE DATE: 16/08/2017

APPLICATION No. **16/01852/MNR** APPLICATION DATE: 05/08/2016

ED: **GABALFA**

APP: TYPE: Full Planning Permission

APPLICANT: GREENMAPLE PROJECTS

LOCATION: UPLANDS MOBILES LIMITED, 184 NORTH ROAD, GABALFA, CARDIFF, CF14 3BJ

PROPOSAL: PROPOSED DEMOLITION OF REAR ANNEX, EXTENSION AND CONVERSION OF PROPERTY TO CREATE 4 X 1 BED APARTMENTS AND 2 X 2 BED APARTMENTS WITH ON SITE REFUSE AND CYCLE STORAGE FACILITIES

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding legal agreement with the Council under the provisions of **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this Resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraphs 5.2 and 8.12 of this report, planning permission be **GRANTED** subject to the following conditions:

1. C01 Statutory Time Limit
2. The development shall be carried out in accordance with the following approved plans and documents:
 - AL(90)01 A - Location plan
 - AL(01)01 A - Proposed ground & first floor plans – received 13/09/2016
 - AL(01)02 - Proposed loft & roof plans
 - AL(01)03 - Proposed NW & SW elevations
 - AL(01)04 - Proposed NE & SE elevations

Reason: For the avoidance of doubt as to the extent of the permission.

3. The internal layout of the development shall be constructed strictly in accordance with the approved plans and no future alteration shall be made to the internal layout unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of future occupiers, in accordance with policies KP5 and H6 of the Cardiff Local Development Plan.

4. Prior to commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that all habitable rooms exposed to external road traffic noise in excess of 63 dBA Leq 16 hour [free field] during the day [07.00 to 23.00 hours] or 57

dBA Leq 8 hour [free field] at night [23.00 to 07.00 hours] shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 40 dBA Leq 16 hour during the day and 35 dBA Leq 8 hour at night, with windows shut and other means of ventilation provided.

No habitable room shall be occupied until the approved sound insulation measures have been installed in that room.

Reason: To ensure that the amenities of future occupiers are protected, in accordance with policies H6 and EN13 of the Cardiff Local Development Plan.

5. The cycle parking spaces shown on drawing number AL(01) 01 Rev A shall be provided before the development hereby approved is brought into beneficial use and shall be maintained thereafter and shall not be used for any other purpose.

Reason: To ensure that adequate provision is made for the parking of cycles in accordance with policies KP5 and T5 of the Cardiff Local Development Plan.

6. No surface water from any increase in the roof area of the building or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

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

RECOMMENDATION 2: The applicant is advised that they may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com. The applicant is also advised that some public sewers and lateral drains may not be recorded on maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

RECOMMENDATION 3: The applicant is advised that a water supply can be made available to serve this proposed development. The developer may be required to contribute, under Sections 40 - 41 of the Water Industry Act 1991, towards the provision of new off-site and/or on-site watermains and associated

infrastructure. The level of contribution can be calculated upon submission of detailed site layout plans to Dwr Cymru/Welsh Water.

RECOMMENDATION 4: The applicant is requested to ensure that upon completion of the proposed development, future residents are provided with a Welcome Pack detailing available public transport services, to help set sustainable transport behaviour, leaflets and advice in connection with which are available from Cardiff County Council's Transportation Services Department in County Hall, Atlantic Wharf. The applicant is advised to contact Mrs Miriam Highgate on tel no 029 2087 2213 to discuss this recommendation further.

RECOMMENDATION 5: The applicant is advised that the provision of a disabled parking bay will require a Traffic Regulation Order. The applicant should contact Neil Godfrey of the Council's Traffic Regulation Orders Team on tel no 029 2087 3256 in order to discuss this further.

RECOMMENDATION 6: 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 Sundays or public holidays.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application is for full planning permission for the conversion of a former shop to 6 flats (4 x 1 bed and 2 x 2 bed). A single storey rear annex will be demolished and the rear section of the building will be increased in height to 2.5 storeys. Existing shop windows and doors will be replaced with domestic-style windows in the front and side elevations, and new windows plus a balcony will be introduced at first floor level on the front elevation. Existing fascia signs and a shop canopy will be removed. Covered cycle and bin storage facilities will be provided to the rear.
- 1.2 There will be a communal entrance lobby at ground floor level accessed from Newfoundland Road, leading to two ground floor flats (1 x 1 bed and 1 x 2 bed). An internal stairway will provide access to the first floor (containing 2 x 2 bed flats) and second floor (containing 2 x 1 bed flats).
- 1.3 The application was reported to the Planning Committee on 17 March 2017 and the Committee resolved to grant planning permission subject to conditions and subject to those having an interest in the site entering into a binding planning obligation in agreement with the Council under Section 106 of the Town and Country Planning Act 1990 encompassing the matters referred to in paragraphs 5.2 and 8.11 of this report. The applicant has since submitted

further evidence regarding the viability of the scheme, which has been reviewed by the District Valuer who has concluded that a lesser contribution is justified but that the scheme still has a surplus of **£46,579**. Therefore the application is reported back for the Planning Committee to make a decision as to whether the proposal is acceptable with a financial contribution of £46,579 towards affordable housing and the introduction of a disabled parking space on Newfoundland Road rather than **£49,009**, along with the **£3,200** required for the disabled parking space.

2. **DESCRIPTION OF SITE**

- 2.1 The application relates to an existing end-of terrace shop unit fronting the eastern side of North Road, at the junction of North Road (the A470) and Newfoundland Road. The building has an asymmetrical footprint and is 2.5 storeys in height with a single storey rear extension. It has been in use as a shop at ground floor level with a workshop and store room to the rear, with further store rooms, an office, staff kitchen and w.c. at first floor level and workshops in the loft space.
- 2.2 There is a church on the opposite side of Newfoundland Road, houses to the rear and opposite and a doctors' surgery (the North Road Medical Practice) immediately adjacent at 184 North Road. Beyond the surgery the terrace consists of residential properties. There is access to the rear of the property via a gated rear lane.

3. **SITE HISTORY**

- 3.1 90/00485/W – Rebuild workshop. Granted subject to conditions limiting use of the workshop to Class B1 only and not permitting it to be used outside the hours of 08:30 to 18:00 Monday to Saturday.

4. **POLICY FRAMEWORK**

- 4.1 *Cardiff Local Development Plan 2006-2021:*
KP5 (Good Quality and Sustainable Design);
KP7 (Planning Obligations);
KP13 (Responding to Evidenced Social Needs);
H3 (Affordable Housing);
H6 (Change of Use or Redevelopment to Residential Use);
EN10 (Water Sensitive Design);
EN13 (Air, Noise, Light Pollution and Land Contamination);
T5 (Managing Transport Impacts);
C3 (Community Safety/Creating Safe Environments);
W2 (Provision for Waste Management Facilities in Development).
- 4.2 *Supplementary Planning Guidance:*
Following the adoption of the Cardiff Local Development Plan, some existing Supplementary Planning Guidance documents are no longer linked to adopted development plan policies. However, where existing SPG is considered consistent with the new LDP policy framework, it will continue to be material to

the Development Management process. The following Supplementary Planning Guidance is considered relevant to the determination of this application as it is either adopted or considered consistent with LDP policies KP5, H3, T5 and W2, and can be used to help inform the assessment of relevant matters -

Access, Circulation and Parking Standards (January 2010);
Residential Design Guide (January 2017);
Waste Collection and Storage Facilities (October 2016);
Infill Sites (April 2011);
Cardiff Planning Obligations (January 2017)

4.3 *Planning Policy Wales (January 2016):*

4.4.3: In contributing to the Well-being of Future Generations Act goals, planning policies, decisions and proposals should (inter alia):

- Promote resource-efficient and climate change resilient settlement patterns that minimise land-take and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites
- Locate developments so as to minimise the demand for travel, especially by private car
- Ensure that all local communities – both urban and rural – have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods
- Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car.

4.7.4: Local planning authorities should assess the extent to which developments are consistent with minimising the need to travel and increasing accessibility by modes other than the private car. Higher density development, including residential development, should be encouraged near public transport nodes or near corridors well served by public transport (or with the potential to be so served).

4.11.9: Visual appearance, scale and relationship to surroundings and context are material planning considerations.

4.11.11: Local planning authorities and developers should consider the issue of accessibility for all.

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

8.4.2: Local Authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate.

8.7.1 When determining a planning application for development that has transport implications, local planning authorities should take into account (inter alia) - the level and nature of public transport provision; accessibility by a range of different transport modes; the effects on the safety and convenience of other users of the transport network.

9.1.1 : The Assembly Government will seek to ensure that previously

developed land is used in preference to Greenfield sites; new housing and residential environments are well designed, meeting national sustainability standards and making a significant contribution to promoting community regeneration and improving the quality of life; and that the overall result of new housing development in villages, towns or edge of settlement is a mix of affordable and market housing that retains and, where practical, enhances important landscape and wildlife features in the development.

9.1.2 Local planning authorities should promote sustainable residential environments, avoid large housing areas of monotonous character and make appropriate provision for affordable housing. Local planning authorities should promote: mixed tenure communities; development that is easily accessible by public transport, cycling and walking; mixed use development so communities have good access to employment, retail and other services; attractive landscapes around dwellings, with usable open space and regard for biodiversity, nature conservation and flood risk; greater emphasis on quality, good design and the creation of places to live that are safe and attractive; the most efficient use of land; well-designed living environments, where appropriate at increased densities; construction of housing with low environmental impact, reducing the carbon emissions generated by maximising energy efficiency and minimising the use of energy from fossil fuel sources, using local renewable and low carbon energy sources where appropriate; and 'barrier free' housing developments, for example built to Lifetime Homes standards.

9.2.14 A community's need for affordable housing is a material planning consideration

9.2.15 Affordable housing also makes an essential contribution to community regeneration and social inclusion. It is desirable in planning terms that new housing development in both rural and urban areas incorporates a reasonable mix and balance of house types and sizes so as to cater for a range of housing needs and contribute to the development of sustainable communities. For affordable housing it is important that authorities have an appreciation of the demand for different dwelling sizes and types of housing (i.e. intermediate and social rented) in relation to supply, so that they are well informed in negotiating the required appropriate mix of dwellings for new developments

9.3.3 Insensitive infilling, or the cumulative effects of development or redevelopment, including conversion and adaptation, should not be allowed to damage an area's character or amenity. This includes any such impact on neighbouring dwellings, such as serious loss of privacy or overshadowing.

9.3.5 Where development plan policies make clear that an element of affordable housing, or other developer contributions, are required on specific sites, this will be a material consideration in determining relevant applications. Applicants for planning permission should therefore demonstrate and justify how they have arrived at a particular mix of housing, having regard to development plan policies. If, having had regard to all material considerations, the local planning authority considers that the proposal for a site does not contribute sufficiently towards the objective of creating mixed communities, then the authority will need to negotiate a revision of the mix of housing or may refuse the application.

10.1.4 Corner shops in urban areas, village shops in rural areas, and public houses and other individual outlets with a retail function which are not part of

established centres, can play a vital economic and social role and their loss can be damaging to a local community. Their role needs to be taken into account in preparing development plans and in development management, bearing in mind also the policies for diversification of the local economy.

10.3.9: the economic and social role of local shops, village shops and public houses should be taken into account when considering applications for change of use.

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

5. **INTERNAL CONSULTEE RESPONSES**

5.1 *Transportation:* In accordance with the Council's Access, Circulation and Parking Standards (SPG), a minimum of 3 parking spaces are required. I note that no curtilage parking is provided but given the previous commercial use of the property and excellent bus, cycle and walking routes, I do not consider that a Highway and Transport objection can be sustained in this case. The occupiers of the new units would not qualify for resident parking permits which would further encourage sustainable alternatives in an accessible location that is in line with Transport policies of encouraging mode shift. No objection to this application subject to a condition requiring one cycle parking space per unit. The applicant should be requested to ensure that upon completion of the proposed development, future residents are provided with a Welcome Pack detailing available public transport services, to help set sustainable transport behaviour.

5.2 Removing the free parking on Newfoundland Road may have an adverse effect on the residents living above the shops on North Road but there would be no objection to the implementation of a single disabled bay being included adjacent to the existing Doctors Parking Bay in order to alleviate the car parking concerns raised by a number of objectors. This would require a Traffic Regulation Order, which along with the installation of the disabled bay on site would be fully funded by the applicant/developer under a S106 Financial Contribution in the sum of **£3,200**

5.3 *Pollution Control (Noise & Air):* Due to the proximity of the development to North Road which is a main thoroughfare into Cardiff city centre it is recommended that the applicant submits a TAN 11 noise assessment prior to the property being occupied. Demolition of the rear annexe should be carried out Monday to Friday 8am to 6pm, Saturday 8am to 1pm with no demolition to be done on a Sunday or Public Holiday. No deliveries to the site should be made before 8am or after 6pm Monday to Friday, 8am to 1pm on a Saturday and no deliveries on Sunday or public holidays. There shall be no burning of any materials on site; all waste materials need to be removed from site by an approved contractor.

5.4 *Waste Strategy & Minimisation Officer:* Each flat will require the following for recycling and waste collections: 1 x 140 litre bin for general waste; 1 x 25 litre kerbside caddy for food waste; green bags for mixed recycling (equivalent to 140 litres), the storage of which must be sensitively integrated into the design.

- 5.5 *Housing Strategy*: In line with the Local Development Plan (LDP), an affordable housing contribution of 20% of the 6 units (1 unit) is sought on this brown-field site. Our priority is to deliver on-site affordable housing, in the form of affordable rented accommodation, built to Welsh Government Development Quality Requirements. However, given the proposed design of the scheme, the unknown proposed future tenure of the units, and the likely service charges for this type of residential development, all of which could affect the affordability as well as the practicality of managing and maintaining affordable housing on-site for a Registered Social Landlord, we would be prepared to accept financial contribution in lieu of on-site affordable housing provision. On that basis of the above, we would seek a financial contribution of **£62,640** (in lieu of 1 unit).

6. **EXTERNAL CONSULTEES RESPONSES**

- 6.1 *Welsh Water*: No surface water from any increase in the roof area of the building or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system. The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer.
- 6.2 *Wales and West Utilities*: Have provided details of the location of their apparatus, which may be affected and at risk during construction works. Should the planning application be approved then they require the promoter of these works to contact them directly to discuss their requirements in detail before any works commence on site. Should diversion works be required these will be fully chargeable.

7. **REPRESENTATIONS**

- 7.1 The application has been advertised by neighbour notification. 8 representations have been received, 3 from neighbouring residents, 3 on behalf of the North Road Medical Practice, 1 from former Councillor Ed Bridges and 1 from Julie Morgan, Assembly Member for Cardiff North. Their concerns and grounds for objection are summarised as follows:
- 1) No parking facilities will be provided for the development, which would potentially generate a requirement for parking for 8 additional cars. Parking is already a problem in this area. Residents often cannot park close to their homes. Currently the only parking available for patients visiting the North Road Medical Practice is on Newfoundland Road (approximately 6 spaces) which are vital for patients with limited mobility. The majority of on-street parking elsewhere is for residents only. There is no provision within the proposed development for parking for residents of the flats. Parking for access to the surgery is already a problem. The proposal discriminates against frail and disabled patients by reducing accessibility to NHS medical provision.
 - 2) Consideration needs to be given to the capacity of the water supply and sewerage system to handle the increase in demand.
 - 3) There may be no space for rubbish bins. There is already a problem with rubbish on North Road.
- 7.2 Former Councillor Ed Bridges raised objection to the application for the following reasons:

“The council’s own parking SPG makes clear (p25) that in non-central areas of the city such as Gabalfa ward, provision should be made for a least half a parking space for every one-bedroom or two-bedroom flat. In addition, there should be 0.25 parking spaces per flat for visitors. By those standards, this development should include provision for a total of five parking spaces, but has failed to do so.”

7.3 Julie Morgan AM has submitted the following objection:

“I would like to object to the above planning application due to the apparent lack of provision for cars belonging to the residents of the new apartments. I understand that parking is already a problem on Newfoundland Road and having at least 6 more cars needing spaces will cause even more problems. Patients attending North Road Medical Practice currently park on Newfoundland Road – the only accessible place to park within close proximity to the surgery. If those spaces are taken up by the residents of the new flats, patients (especially those with mobility problems) will have great difficulty accessing the surgery.

I welcome the plans to include ample parking for bicycles at the property, but do believe that the lack of parking for cars will cause tremendous problems to other residents and North Road Medical Practice.”

8. **ANALYSIS**

- 8.1 There are no objections to the principle of converting the commercial premises to residential use. The site is within a residential area and there is no protection in planning policy for the existing use. The unit was not providing a vital economic and social role within the community but was a car radio shop, therefore the use is not protected under national planning policy.
- 8.2 The main considerations with regard to this proposal are the effect on the amenities of neighbouring occupiers, the impact on visual amenity, the living conditions of future residents of the development and the provision of parking facilities.
- 8.3 Neighbouring properties will not be adversely affected by the development – there will be no new windows overlooking habitable room windows or private amenity space of other residential properties and the increase in the height of the building at the rear will not cause overshadowing of surrounding houses. Noise and disturbance during development is controlled under the Control of Pollution Act.
- 8.4 The external alterations to the property will be in keeping with the character and appearance of the existing, traditional early 20th century dwellings in the area and are acceptable.
- 8.5 With regard to the living conditions of future residents of the development, the size of one ground floor flat is of concern as it is below the 30 square metres

normally considered to be the minimum size for a self-contained flat (it is around 27 square metres). However, the Council does not have any adopted policies or guidance setting a minimum size for private flats, and units of this size have been considered by the Planning Inspectorate to be acceptable in similar situations as they would be suitable for a single person.

- 8.6 The flat at the front of the second floor level would be within the roof space of the original building, where floorspace with sufficient head room would be limited, resulting in a narrow living space. The kitchen/living room of that flat would also be served by only one relatively small window at one end of this narrow space, which could result in a dark environment. However, there would still be a large enough area with adequate headroom and any issues of lack of natural light could be overcome by the use of rooflights if necessary, although none are shown on the submitted plans. The kitchen area and bedroom of the other flat at second floor level would also be far from ideal in that they would have no windows, being lit by rooflights only. However, this would not in itself constitute adequate grounds for refusal of the application.
- 8.7 There will be adequate space for the storage of waste and recycling containers. Amended plans submitted in response to the Waste Management Officer's observations show that bulk bins will be stored in a designated bin store at the rear of the property adjacent to the access lane.
- 8.8 Regarding the provision of parking facilities, there is currently no residential use at this site and the proposal therefore generates a requirement, in accordance with the Access, Circulation and Parking Standards Supplementary Planning Guidance, for a minimum of 3 off-street parking spaces. No off-street parking facilities exist or are proposed. However, given that the property was previously in commercial use, which would have generated a need for customer and employee parking, and that the site is located close to the city centre with excellent bus, cycle and walking routes, it would not be reasonable to refuse the application on the grounds of lack of parking facilities. Furthermore, Transportation officers have confirmed that the occupiers of the new units would not qualify for resident parking permits, therefore they will not compete with existing residents for spaces within the residents-only parking areas. There are free (non-permit) parking spaces on Newfoundland Road which could be used by the residents of the new flats. A number of objections have been received which raise concerns that this will make it more difficult for disabled people attending the adjacent doctors' surgery to find a parking space. These concerns can be addressed by creating a disabled parking bay adjacent to the existing Doctors Parking bay on Newfoundland Road, to be funded by the applicant via a Section 106 obligation.
- 8.9 In response to the objections received:
- 1) Whilst the proposal does not discriminate against frail and disabled patients of the neighbouring medical practice in that it does not remove any existing parking facilities (patients currently have to find spaces on the public highway) and residents do not have a right to park close to their own homes, there are still concerns regarding lack of parking provision for this development as it could result in increased competition for existing spaces on the public highway

which may affect the operation of the adjoining doctors' surgery, which does not have its own parking facilities for patients. These concerns are addressed above.

2) Dwr Cymru / Welsh Water have raised no concerns regarding the capacity of the water supply and sewerage system.

3) A bin store will be provided at the rear of the site and the Waste Strategy & Minimisation Officer is satisfied with the proposals.

- 8.10 Regarding the objection raised by former Councillor Ed Bridges: the Access, Circulation and Parking Standards SPG states that 1 bedroom and 2 bedroom flats require a minimum of 0.5 spaces per unit, and the visitor parking figures in the SPG are maximum, not minimum requirements, i.e. this development would require at least 3 off-street car parking spaces. Concerns regarding parking are addressed above. The objections raised by Julie Morgan AM are also addressed above.
- 8.11 In order to address the requirements of policy H3 relating to affordable housing, the developer will be required to enter into a S106 agreement with the Council to provide a financial contribution in lieu of providing one affordable housing unit on site. On being informed of the sum requested for this contribution (£62,640), the applicant submitted a viability assessment claiming that this scheme will not be viable if the S106 contribution is made. The District Valuer reviewed the details and provided an independent appraisal of the scheme. Their conclusion was that the scheme returns a surplus of £52,209, therefore suggesting that the scheme would still be viable whilst affording some S106 contribution. It was therefore recommended to the Planning Committee on 17th March 2017 that the developer be required to make a financial contribution in lieu of on-site affordable housing provision of £49,009, along with the £3,200 required for the introduction of a disabled parking space on Newfoundland Road.
- 8.12 Since the application was last reported to the Planning Committee the developer has submitted further viability information, seeking to secure a reduction in the S106 contribution. The District Valuer has reviewed this information and concludes that the appraisal suggests that the scheme provides a surplus of £46,579. Given this independent advice, it is recommended that the developer be required to make a financial contribution in lieu of on-site affordable housing provision of **£43,379**, along with the **£3,200** required for the introduction of a disabled parking space on Newfoundland Road. The Housing Strategy Officer has confirmed that, as the application has been subject to verification by the DV, the reduced amount is acceptable.
- 8.13 In conclusion, the reduced S106 contribution is considered justified and there would be no reasonable grounds for refusal of this application. It is recommended that planning permission is granted subject to conditions and the signing of a Section 106 Obligation, as set out above.

9. **OTHER CONSIDERATIONS**

9.1 *Crime and Disorder Act 1998*

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local

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

9.2 *Equality Act 2010*


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

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

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



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184 North Road, Cardiff		Job No. 16_050
		Dwg No. Rev. AL(90)01 A
Title Location Plan		
Date 04/07/2016	Drawn	Scale 1:500 @ A3
		
Architects · Town planners Environmental & Urban design		
<small>Unit 1A, Compass Business Park, Pacific Road, Cardiff, CF24 5HL</small>		<small>www.cjarchitects.co.uk tel: 029 20452100</small>





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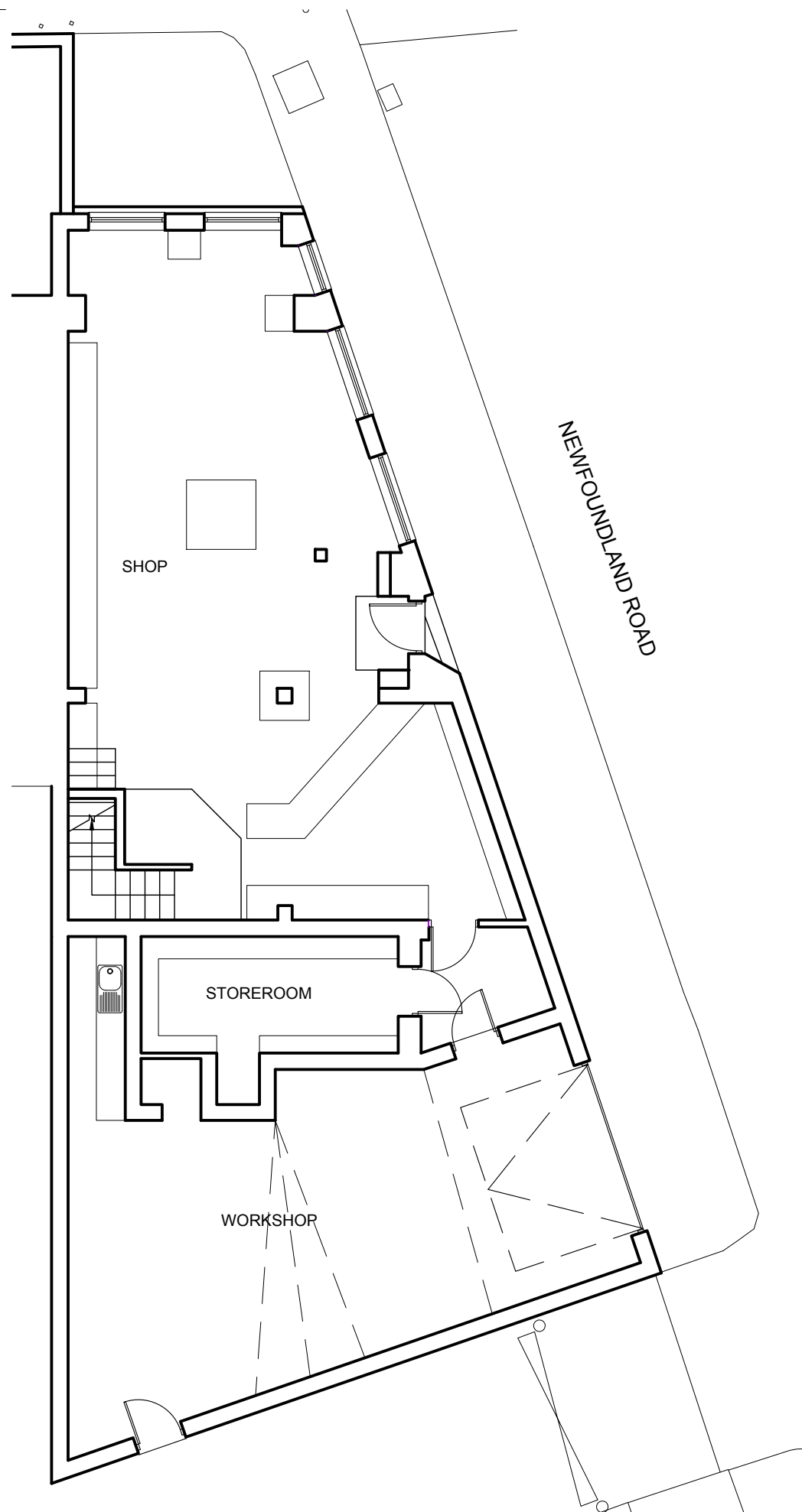
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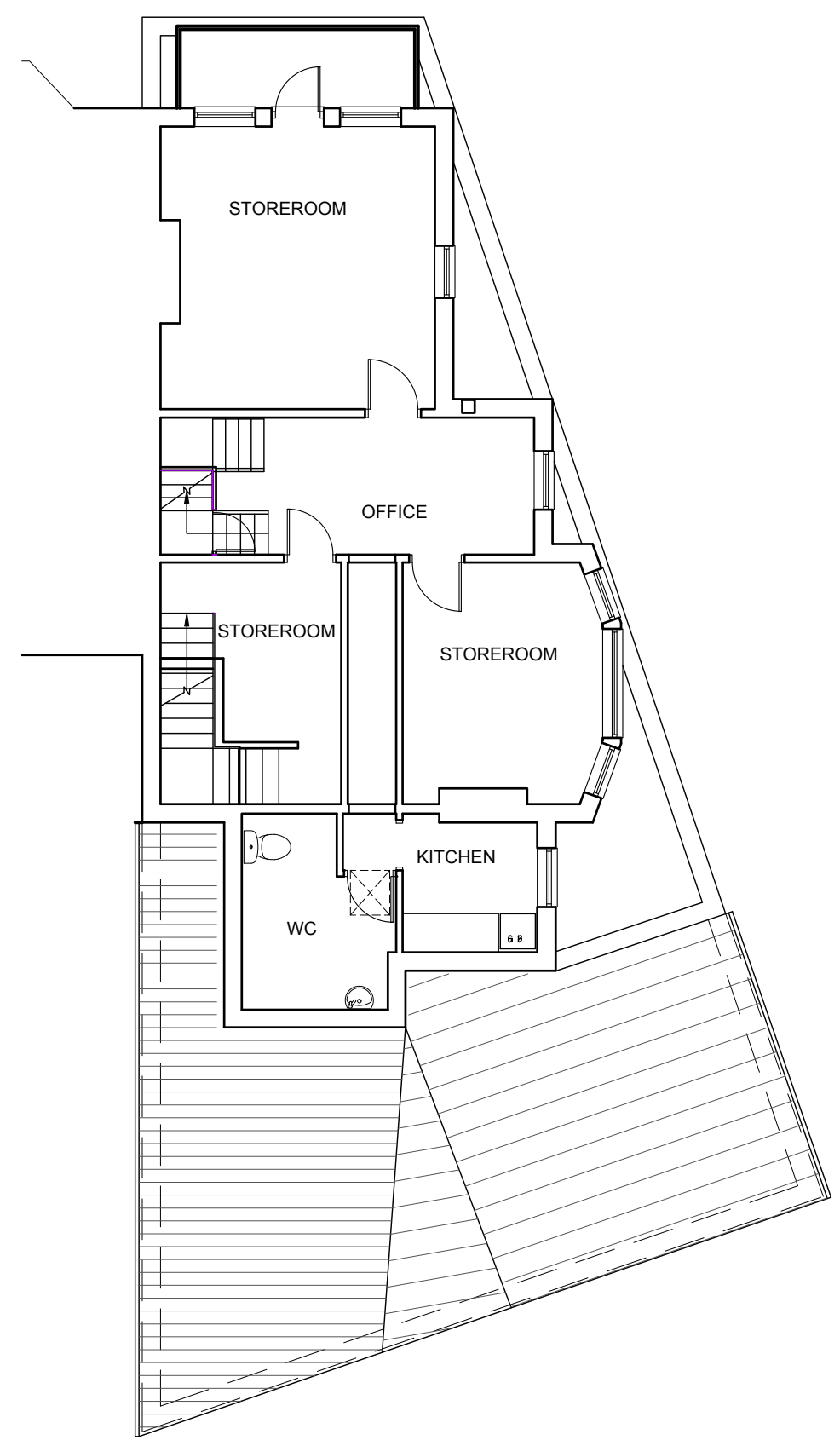
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OPPOSITE MAINDY STADIUM, NORTH ROAD
Uplands 02920 62188
Car Radios 62188

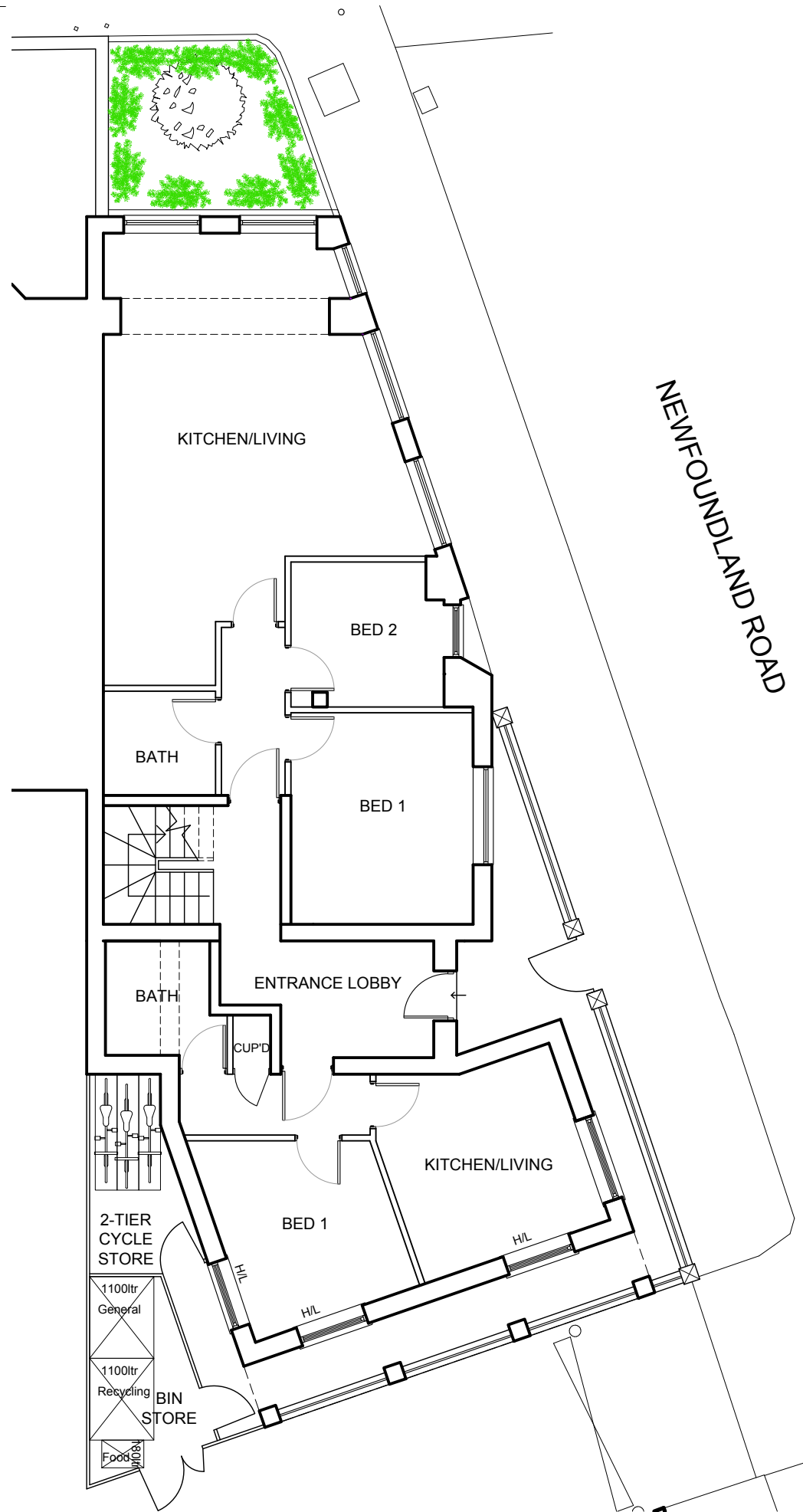


GROUND FLOOR PLAN
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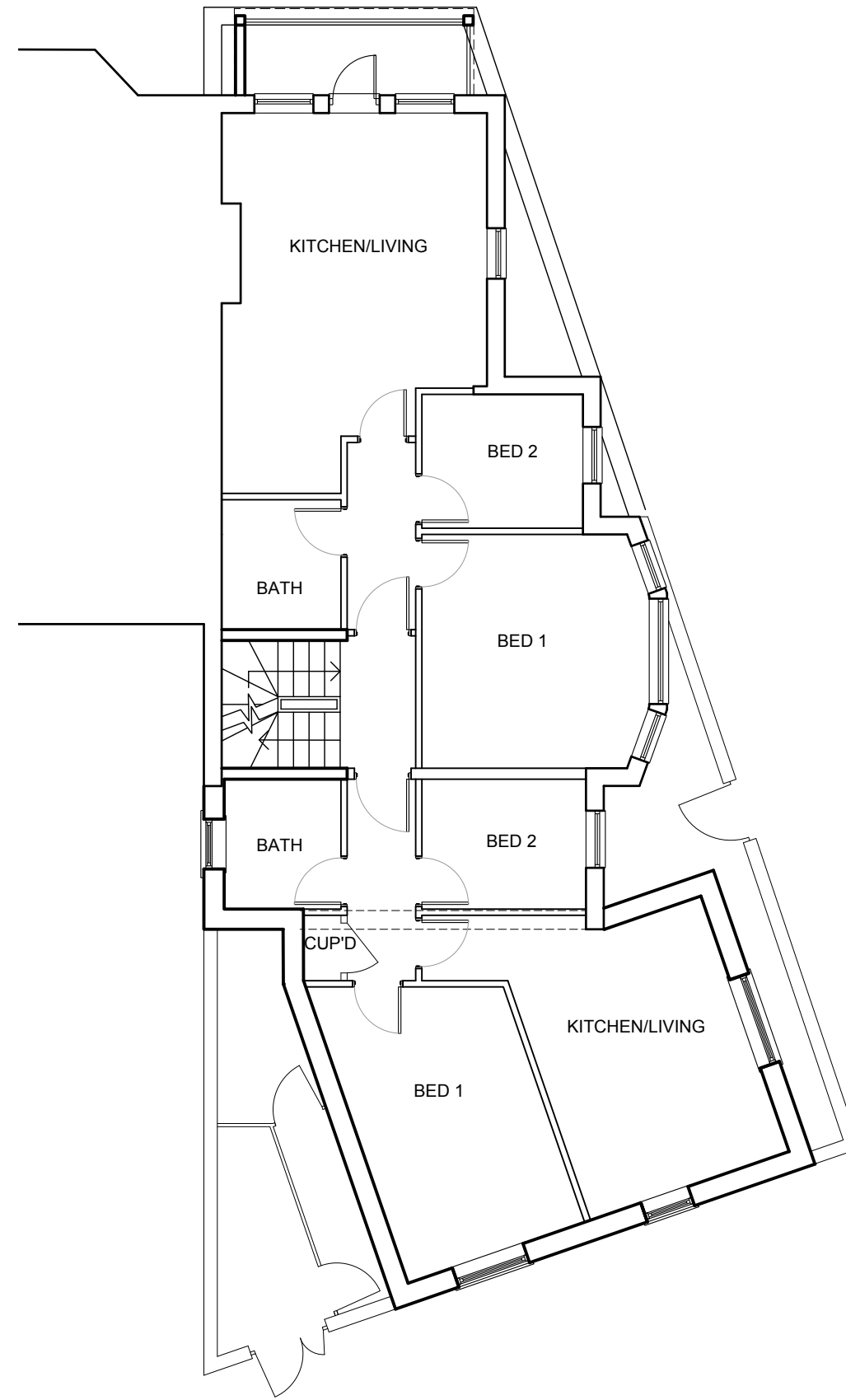
FIRST FLOOR PLAN
1:100

184 North Road, Cardiff		Job No. 16_050
		Dwg No. Rev. AL(00)01
Title Existing Ground & First Floor Plans		
Date 26/07/16	Drawn kp	Scale 1:100 @ A3
 Architects		Town planners
Environmental & Urban design		
<small>Unit 1A, Compass Business Park, Pacific Road, Cardiff, CF24 6HL</small>		<small>www.cjarchitects.co.uk tel: 029 20452100</small>



GROUND FLOOR PLAN

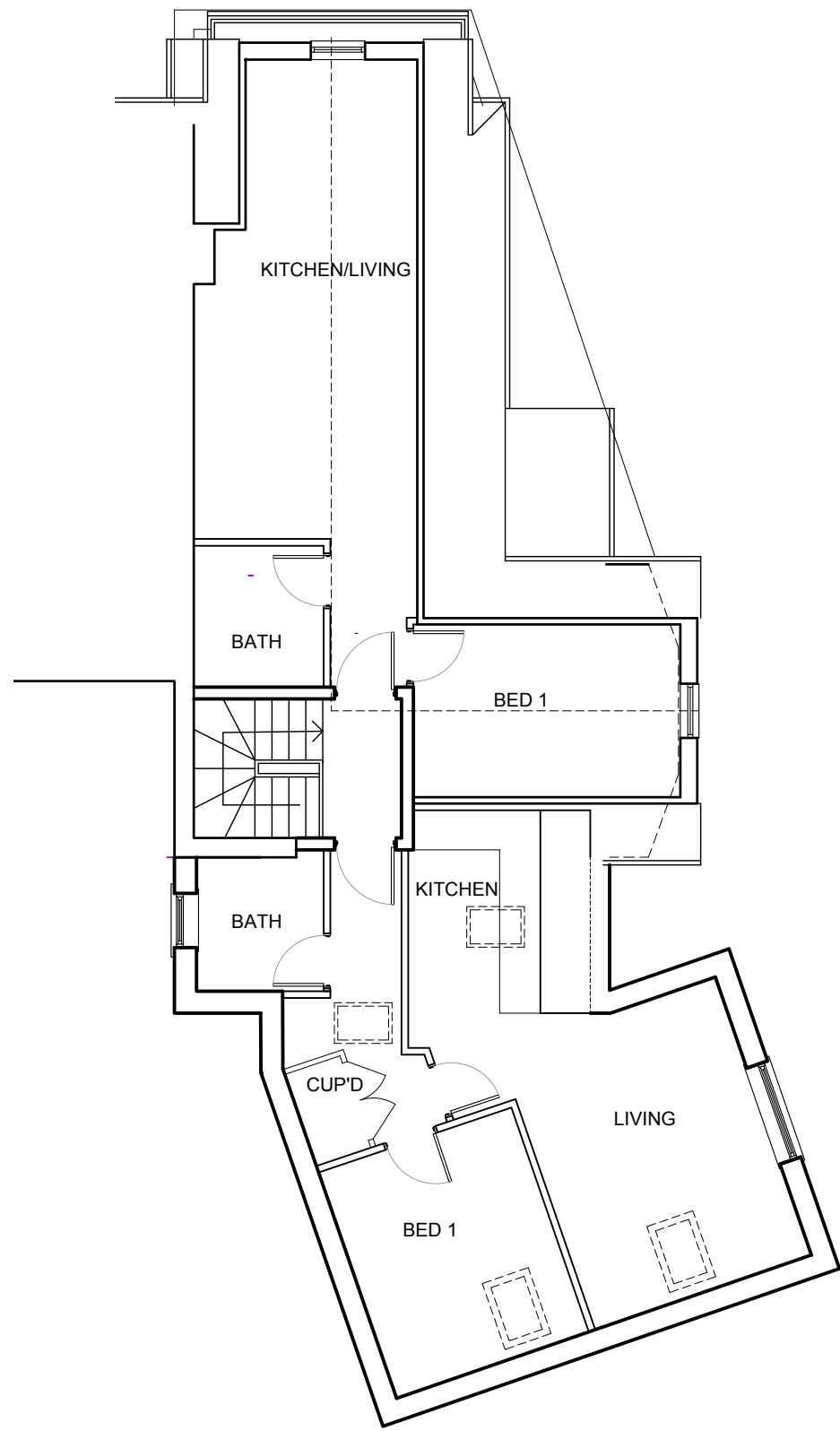
1:100



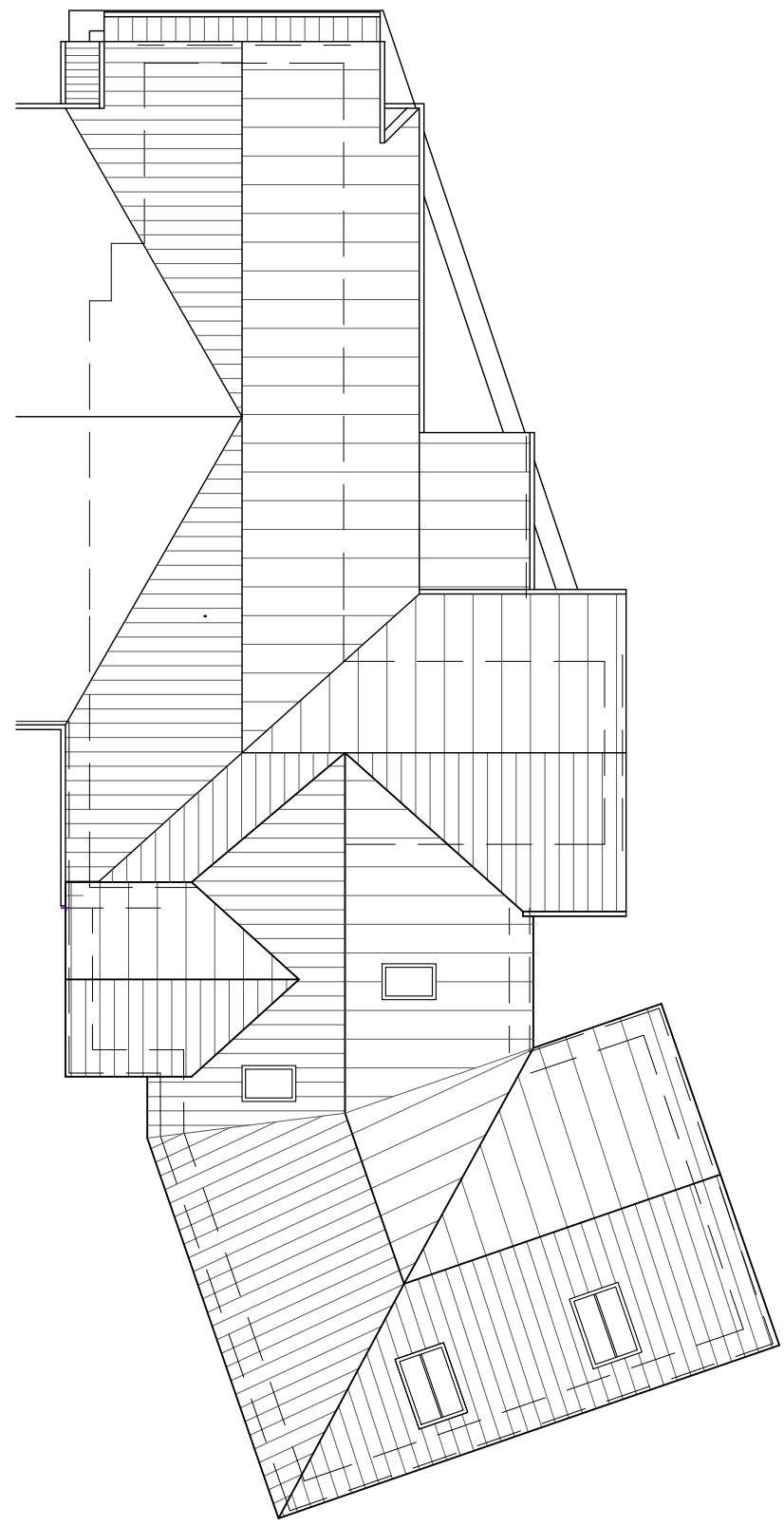
FIRST FLOOR PLAN

1:100

184 North Road, Cardiff		Job No. 16_050
Proposed Ground & First Floor Plans		Dwg No. Rev. AL(01)01 A
Date 26/07/16	Drawn kp	Scale 1:100 @ A3
 Architects		Town planners
Environmental		& Urban design
<small>Unit 1A, Compass Business Park, Pacific Road, Cardiff, CF24 6HL</small>		<small>www.c2architects.co.uk tel: 029 20452100</small>



LOFT FLOOR PLAN
1:100



ROOF PLAN
1:100

184 North Road, Cardiff		Job No. 16_050
		Dwg No. Rev. AL(01)02
Title Proposed Loft & Roof Plans		
Date 26/07/16	Drawn kp	Scale 1:100 @ A3
 CJ Architects		Town planners
Environmental & Urban design		
<small>Unit 1A, Compass Business Park, Pacific Road, Cardiff, CF24 6HL</small>		<small>www.cjarchitects.co.uk tel: 029 20452100</small>



NORTHWEST ELEVATION
1:100



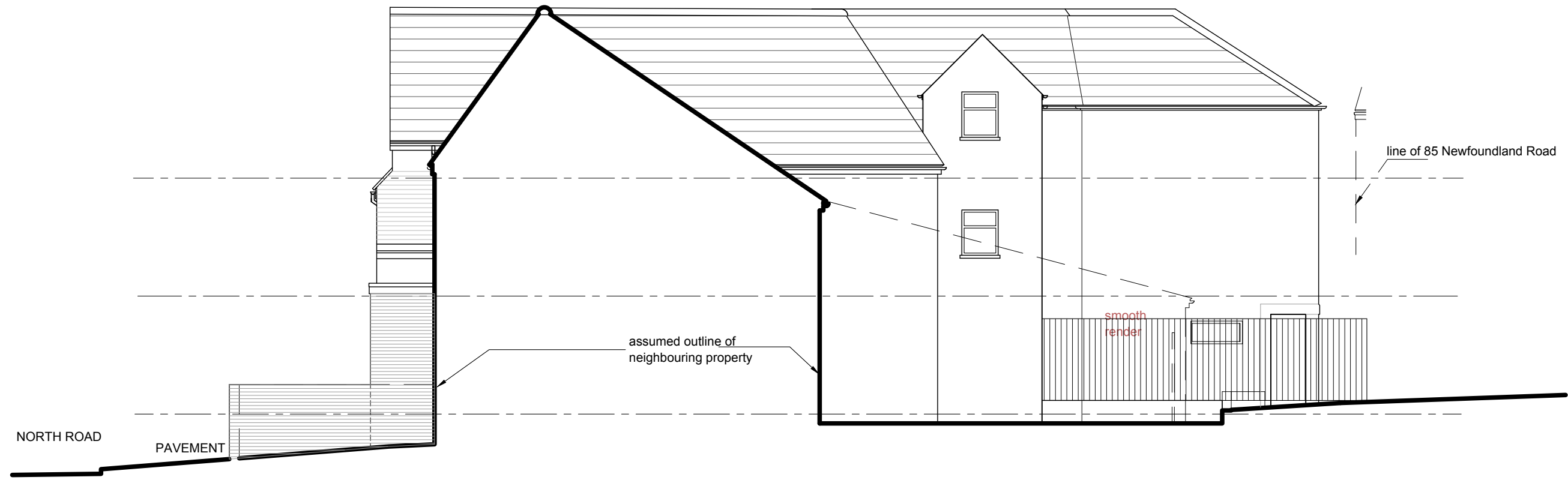
SOUTHWEST ELEVATION
1:100

NEWFOUNDLAND ROAD 184 North Road, Uplands Car Radios 182 North Road, North Road Medical Practice

184 North Road, Cardiff		Job No. 16_050
		Dwg No. Rev. AL(01)03
Title Proposed Northwest & Southwest Elevations		
Date 26/07/16	Drawn kp	Scale 1:100 @ A3

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SOUTHEAST ELEVATION
1:100



NORTHEAST ELEVATION
1:100

184 North Road, Cardiff		Job No. 16_050
		Dwg No. Rev. AL(01)04
Title Proposed Northeast & Southeast Elevations		
Date 26/07/16	Drawn kp	Scale 1:100 @ A3
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<small>Unit 1A, Compass Business Park, Pacific Road, Cardiff, CF24 6HL</small>		