

LOCAL MEMBER CONCERN

COMMITTEE DATE: 26/02/2020

APPLICATION No. **19/01533/MJR** APPLICATION DATE: 12/06/2019

ED: **RUMNEY**

APP: TYPE: Full Planning Permission

APPLICANT: Mr. C Spiteri

LOCATION: 782-786 NEWPORT ROAD, CARDIFF

PROPOSAL: DEMOLITION OF EXISTING BUILDINGS AND PROPOSED MIXED USE DEVELOPMENT COMPRISING OF RESIDENTIAL, RETAIL AND ASSOCIATED PARKING

RECOMMENDATION 1: That, subject to relevant parties entering into a binding planning obligation in agreement with the Council 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 10.1 of this report, planning permission be **GRANTED** subject to the following conditions:

1. C01 Statutory Time Limit
2. The consent relates to the following approved plans and documents:

Plans

PL100A	Location Plan
PL200C	Proposed Ground Floor Site Plan
PL200C	Proposed Ground Floor Site Plan (Extent of Additional Boundary Protection)
PL201B	Proposed First Floor Plan
PL202B	Proposed Second Floor Plan
PL203B	Proposed Third Floor Plan
PL204B	Proposed Roof Plan
PL210	Proposed Typical Apartment Floor Plan Layouts
PL300A	Proposed Context Elevations – North West
PL301A	Proposed Context Elevations – South West
PL302A	Proposed Context Elevations – South East
PL303A	Proposed Context Elevations – North East
PL310A	Proposed Detail Elevations – North West
PL311A	Proposed Detail Elevations – South West
PL312A	Proposed Detail Elevations – South East
PL313A	Proposed Detail Elevations – North East
PL400	Proposed Context Sections – North West, Section A-A

PL401	Proposed Context Sections – South West, Section B-B
PL402	Proposed Context Sections – South West, Section C-C

Documents

M2M Design & Access Statement ref: M2M/3082/2019 dated May 2019
 Asbri Pre-Application Consultation Report dated May 2019
 Acoustics & Noise Ltd. Noise Assessment Ref: 1902018R01 dated 15
 March 2019
 Terrafirma Geo-Environmental Desk Study Report ref: 15254 dated
 February 2019
 Asbritransport Transport Statement dated May 2019
 Cycle-works Josta Cycle Storage Data Sheets received 12 July 2019
 Ecological Services Ltd. Bat Survey version V1.0 dated 29 June 2019

Reason: for the avoidance of doubt.

3. No above ground superstructure works shall be commenced until a full schedule and 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 details.
 Reason: To ensure a satisfactory finished appearance to the development.

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

The report of the findings shall include:

- (i) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;

- (ii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified.

- (iii) an appraisal of remedial options, and justification for the preferred remedial option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017), unless the Local Planning Authority agrees to any variation.

* A 'suitably qualified competent person' would normally be expected to be a chartered member of an appropriate professional body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment.

- 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 must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017),, unless the Local Planning Authority agrees to any variation.

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

- 6. The remediation scheme approved by condition 5 above must be fully undertaken in accordance with its terms prior to the occupation of any

part of the development unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017), unless the Local Planning Authority agrees to any variation.

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

7. 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.

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 LPA.

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

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 Pollution Control's Imported Materials Guidance Notes. Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

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

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.

11. No development shall commence until a foul water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul water flows and thereafter implemented in accordance with the approved details prior to the occupation of the development.

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

12. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network unless a connection has been otherwise approved by Cardiff Council as a SuDS Approval Body (SAB) under the SAB application process.

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.

13. In line with the recommendations outlined in the applicant's noise report, the minimum sound reduction performance required from glazing units within the front elevation will be 32 dB Rw + Ctr. Calculations indicate that this could be achieved with a unit comprising 4mm glass/16mm airgap/6.4mm laminated glass. Alternative solutions may be specified provided that manufacturers' data confirms the above minimum sound reduction performance requirements.

The development shall be implemented so as to ensure that habitable rooms subject to sound insulation measures shall be provided with acoustically treated active ventilation units. Each ventilation unit (with air filter in position), by itself or with an integral air supply duct and cowl (or grille), shall be capable of giving variable ventilation rates ranging from-

- 1) an upper rate of not less than 37 litres per second against a back pressure of 10 newtons per square metre and not less than 31 litres per second against a back pressure of 30 newtons per square metre, to
- 2) a lower rate of between 10 and 17 litres per second against zero back pressure.

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

Any private open space (excepting terraces or balconies to any apartment) shall be designed to provide an area which is at least 50% of the area for sitting out where the maximum day time noise level does not exceed 55 dBA Leq 16 hour [free field].

Reason: To ensure that the amenities of future occupiers are protected.

14. A scheme of sound insulation works to the floor/ceiling and any party wall structure between the commercial element of the application and adjoining residential elements shall be submitted to and agreed by the Local Planning Authority in writing and implemented prior to occupation.

Reason: To ensure that the amenities of occupiers of adjoining residential premises within the application site are protected from noise generated within the commercial areas on site.

15. No development should commence, including any works of demolition, until a Construction Environment Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall include the following details:

- i) loading and unloading of plant and materials, including traffic management;
- ii) storage of plant used in the demolition process;
- iii) the erection and maintenance of security hoarding;
- iv) measures to control and mitigate the emission of dust, smoke, other airborne pollutants and dirt during demolition - noting there shall be no burning of waste or any other materials on site;

- v) a scheme for recycling/disposing of waste resulting from demolition;
- vi) hours of demolition works;
- vii) lighting, including the use of security lighting on site outside normal construction/demolition hours;
- viii) management control and mitigation of noise and vibration; including the use of generators on site outside normal construction/demolition hours;
- ix) odour management and mitigation;
- x) a system for the management of complaints from local residents which will incorporate a reporting system.

The demolition stage of the development shall be undertaken in accordance with the approved CEMP.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

16. The rating level of the noise emitted from fixed plant and equipment installed in connection with any commercial use on site shall not exceed the existing background noise level at the nearest noise sensitive premises, when measured and corrected in accordance with BS 4142: 2014 (or any British Standard amending or superseding that standard).

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

17. Prior to their installation on site, full details of all external lighting (including lux levels) shall be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

18. No development shall take place until the following landscaping details have been submitted to and approved in writing by the Local Planning Authority: -

- Scaled planting plan.
- Plant schedule.
- Tree pit sectional and plan views.
- Topsoil and subsoil specification.
- Planting methodology.
- Aftercare methodology.
- Landscaping implementation programme.

The submitted details shall provide for x4 new trees on the Newport Road frontage and x1 new tree in the car-park to the rear as depicted on the Proposed Ground Floor Site Plan. The trees to the Newport Road frontage shall have access to a combined minimum root available soil

volume of 40 cubic metres provided as a continuous tree pit trench, or a minimum 15 cubic metres root available soil volume per tree if the tree pits are isolated rather than inter-linked. Root available soil volume shall be made available via load bearing soil cells with two aeration/irrigation inlets provided for every 5 cubic metres of root available soil. The tree in the car-park shall have access to a minimum 15 cubic metres root available soil volume via the planting bed and un-compacted soil within load bearing soil cells beneath car-parking combined. This tree shall be served by three aeration/irrigation inlets.

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

19. Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced.

Replacement planting shall take place during the first available planting season, to the same specification approved in discharge of condition 18 above unless the Local Planning Authority gives written consent to any variation.

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

20. Notwithstanding the submitted plans, prior to development commencing details showing the provision of cycle parking spaces, and appropriate access to them, shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the development being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.

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

21. Prior to development commencing details of the proposed public realm area between the two retail units and the adopted footway on Newport Road shall be submitted to and approved in writing by the Local Planning Authority, to include details of the proposed surfacing, measures to ensure vehicular parking cannot occur there, and details of visitor cycle parking. Those details shall be implemented prior to beneficial occupation.

Reason: To ensure that the use of the proposed development does not interfere with pedestrian accessibility.

22. Prior to development commencing details of the proposed site access road off Newport Road shall be submitted to and approved in writing by the Local Planning Authority, to include details of the crossing points between the two retail areas, the position and format of the gates, and the delineated pedestrian priority zone. Those details shall be implemented prior to beneficial occupation.

Reason: To ensure that the use of the proposed development does not interfere with pedestrian accessibility.

23. Notwithstanding the submitted plans, details of the means of site enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved enclosures shall be implemented prior to the beneficial occupation of the development and shall thereafter be retained and maintained.

Reason: In the interests of visual amenity and to protect the privacy of existing and future residents.

24. The glass balustrade to the rooftop terrace, facing the rear of the site shall be installed to a height of 1.8m above finished floor level and shall be obscurely glazed.

Reason: To protect the privacy and amenity of existing and future occupiers.

25. The glass balustrades to the Juliet balconies on the rear elevation of the proposed flats shall be obscurely glazed.

Reason. To protect the privacy and amenity of existing and future occupiers.

26. Notwithstanding the approved plans, prior to the commencement of development, a residential refuse storage and collection strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include (but not be limited to) the location of the collection point and details of how containers are to be presented and who will be responsible for presentation. The strategy shall show the following capacities:

Dry Recyclables	3x 1100 litre bulk bins
General Waste	3x 1100 litre bulk bins
Food Waste	2x 240 litre bins
A designated area for bulky waste	

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

27. The car parking provision hereby approved shall be provided prior the beneficial occupation of the development and shall thereafter be retained and maintained.

Reason: To ensure appropriate off-street parking is provided.

28. The commercial refuse storage facilities hereby approved shall be provided prior to the beneficial use of the commercial premises and shall thereafter be retained and maintained.

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

RECOMMENDATION 4: The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a

mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

RECOMMENDATION 5: 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 6: The applicant is advised that any works proposed to the existing adopted public highway, to be undertaken by the developer, shall be subject to agreement(s) under Section 278 of the Highways Act 1980 between the developer and Council.

RECOMMENDATION 7: On the 7th January 2019 Schedule 3 of the Flood and Water Management Act 2010 was enacted. This effects all new developments where the construction area is of 100m² or more. Cardiff Council is aware that your application for planning permission was validated after the recent legislative change in which Schedule 3 of the Flood and Water Management Act was enacted and therefore may be subject to surface water drainage proposals under the SAB application process.

It is recommended that the developer engage in consultation with the Cardiff Council SAB team, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Cardiff Council are aware that this is new legislation and as such we are offering a free pre-application service for the first year. To arrange discussion regarding this please contact SAB@cardiff.gov.uk In the meantime if you require further information please review our website: <https://www.cardiff.gov.uk/ENG/resident/planning-and-suds/suds-approval-body/>

Or, alternatively you can review the legislation set by Welsh Government here: <https://gweddill.gov.wales/topics/environmentcountryside/epq/flooding/drainage/>

RECOMMENDATION 8: Bats Guidance Note: Where any building or demolition work is to commence, all contractors should remain vigilant at all times during the course of the works, looking for signs that bats are present or that bats have formerly occupied the building. Whilst the bat survey has been undertaken and no visible evidence of bats found within the building, the possibility of a bat or bats being present cannot be absolutely ruled out. In the extremely unlikely event that bats are discovered during the works, then work must **stop** as soon as it is safe to do so. The bat worker must be contacted immediately and Natural resources Wales informed in order for a licence to be granted to complete the works. No works will be permitted until such time a licence is approved.

If in the unlikely event a roost is accidentally opened up, any loose bats should

be returned to the roost and apertures closed to prevent their escape until they can be examined for injury by a bat worker. Dead bats should be retained. Bats are very fragile and should be handled by a professional, and unless absolutely necessary should not be approached and disturbed. However, where a bat is clearly injured and distressed, the contractor should carefully collect them and place in a light proof box. Gloves must be worn when handling bats.*

In the event of a bat being discovered the bat worker must be contacted immediately that it is safe to do so on 07866461726

If the bat worker is not available, Natural Resources Wales must be contacted on 0300 065 3000

*Bats can potentially carry European Bat Lyssa Virus (EBLV) which is a strain of rabies virus that is found in some bat species although extremely uncommon, a potential risk occurs, therefore, all bats must be handled with thick gloves.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 A full planning permission is sought for the demolition of the existing buildings (a single storey estate agency and a two storey dwelling) on site and construction of a mixed use commercial and residential development and associated works.
- 1.2 The development consists of 27no. one bed studio flats, 1x 84sqm retail unit and 1x 114sqm retail unit, set in a new building of 2-3 storey height, with a flat roof.
- 1.3 The part of the new building adjacent to no. 780 Newport Road is of 2 storey scale, with the remainder being three storey. The three storey element benefits from a rooftop amenity space, set back from the parapet and framed by low level planting and glass balustrades. The 2x ground floor flats that front the rear courtyard area would benefit from small private amenity spaces and many of the upper floor flats would have Juliet Balconies.
- 1.4 Access to the site would be off the existing crossover and through an archway into the rear courtyard area. 16x off-street parking spaces are proposed for the development including one disability space, plus 30 cycle spaces for residents and 8 spaces to serve the retail units. Refuse storage facilities for both residential and commercial users is provided within the building at ground floor level.
- 1.5 The site is open plan to the Newport Road frontage, with existing brick/stone & timber enclosures being retained to the rear/side. The rear boundary to the dwellings fronting Whitehall Parade and Whitehall Avenue are to be enhanced by placing an additional trellis topped timber fence inside the existing boundary walls to a height of 1.0m above the existing enclosure height.

2. **DESCRIPTION OF SITE**

- 2.1 The site is approx. 0.14Ha. in size and located on the southern side of Newport Road, close to the junction with Whitehall Parade and opposite the junction with Widcombe Drive. Directly outside the site on Newport Road there is an established pedestrian controlled crossing, with central reservation.
- 2.2 The buildings within the site are a single storey estate agent premise, adjacent to no. 780 Newport Road, and a two storey dwelling adjacent to Rumney Hill Garage, a commercial premises that provides car sales and mechanical garage facilities.
- 2.3 To the opposite side of Newport Road there are is a betting office, takeaway and mini-market.
- 2.4 The land to the rear of the site is formed by the gardens of dwellings fronting Whitehall Parade and Whitehall Avenue. It is of note that the ground slopes down away from the rear of the site and these gardens are therefore set at a lower ground level than that within the site.

3. **PLANNING HISTORY**

- 3.1 12/02156/DCO – Change of use of existing dwelling to form 4x self contained flats, 2x studio flats and extensions – Approved.

4. **POLICY FRAMEWORK**

- 4.1 Planning Policy Wales (Edition 10) Dec. 2018
- 4.2 The following policies of the City of Cardiff LDP are relevant to the consideration of this application:-
- KP5 Good Quality and Sustainable Design
 - KP6 New Infrastructure
 - KP7 Planning Obligations
 - KP18 Sustainable Transport
 - C1 Community Facilities
 - C5 Provision for Open Space, Outdoor Recreation, Children's Play and Sport
 - R5 Local Centres
 - R6 Retail Development
 - T1 Walking and Cycling
 - T5 Managing Transport Impacts
 - W2 Provision for Waste Management Facilities in Development
- 4.3 The following Supplementary Planning Guidance is relevant:
- Community Facilities and Residential Development (2007)
 - Access, Circulation and Parking Requirements (2010)

- Infill Sites (2017)
- Locating Waste Management Facilities (2017)
- Planning Obligations (2017)

5. INTERNAL CONSULTEE RESPONSES

- 5.1 The Operational Manager Transportation has no objection, offering the following comments:

Access road/junction and Car Park

It is noted the road has been revised to be of 4.5m width and this is regarded as acceptable. It is noted that a pedestrian priority zone is to be provided. This could be conditioned, possibly as part of the public realm condition.

The swept path analysis has only used a 4.3m length car, which is not particularly robust, however the 4.5m width helps matters and we are content with this.

The proposed junction is acceptable in principle, although it appears that a telegraph pole, street light and fire hydrant would need to be relocated.

Deliveries and Servicing

The plan now shows the double yellows as ending adjacent to the eastern side of the relocated access, and therefore there should not be a need for the TRO to be amended. Servicing/deliveries can take place to the north-east of the access road (outside the prohibited times indicated on the plate) from the main carriageway now that the dedicated service bay is not included, with deliveries for the southern building taken by foot/trolley from there.

The plans show an extensive area of footway/public realm in front of both units (a mix of adopted highway and private land) and we want to ensure this area does not become used as a parking area for customers/staff of the retail units. Whilst this can partly be dealt with via a public realm condition, we would request a Section 106 contribution of **£6000** to cover the potential for bollards/other street furniture to be placed in the carriageway should parking/traffic issues become apparent following opening.

Cycle Parking

Whilst the principle of the Josta 2-tier gas cycle parking type is acceptable, we need to see further details at this stage (preferably 1:100) of how this will work. The Ground Floor Plan indicatively shows the cycle parking but the 0.5m spacing lines only seem to provide for around 16 spaces? The door into this area should also be marked.

As below, the 4 staff retail spaces need to be secure and covered, and it is suggested these would best be placed in the rear cycle parking area. Visitor cycle parking is not shown but this could be covered by the cycle parking/public realm conditions.

In addition to the above, conditions relating to the Newport Road/site entrance junction, cycle parking, public realm and construction traffic management.

- 5.2 The Pollution Control Manager (Noise & Air) has no objection, subject to conditions in respect of soundproofing, delivery times, CEMP, fume extraction, traffic and plant noise, with further advice in respect of construction noise.
- 5.3 The Pollution Control Manager (Contaminated Land) has no objection, subject to conditions in respect of contaminated land issues, with further contaminated land advice.
- 5.4 The Highways Drainage Manager has been consulted and advises that on the basis of the information submitted with the planning application, the proposals are unlikely to obtain SAB approval and that the applicant should engage with Drainage as the SAB body.
- 5.5 The Air Quality Manager has been consulted and no comments have been received.
- 5.6 The Regeneration Manager comments that as the development is over 25 dwellings there is a requirement for a financial contribution of **£19,453.82** towards the provision and/or maintenance of community facilities in the vicinity of the site.
- 5.7 The Parks Manager has no objection, making the following comments:

Design Comments

No existing street trees are affected by the development. The 4 proposed trees shown along the frontage on the layout plan should have a positive impact on the appearance of Newport Road which lacks street trees, but it is essential to establish that these are deliverable at this stage with sufficient root volume through use of below ground cells and absence of services.

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), and the 2017 Planning Obligations Supplementary Planning Guidance (SPG), supported by policies set out in the 2008 SPG 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 35.1. This generates an open space requirement of 0.085 ha of on-site open space based on the criteria set for Housing accommodation, or an off-site contribution of **£36,418** I enclose a copy of the calculation

As no public open space is being provided on-site, the developers will be required to make a financial contribution towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality, given that demand for usage of the existing open spaces would increase in the locality as a result of the development.

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

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

Consultation will take place with Ward Members to agree use of the contribution, and this will be confirmed at S106 stage. The closest areas of recreational open space are **Rumney Hill Gardens, Catherine Gardens and New Road Open Space.**

- 5.8 The Council's Trees Officer has no objection, noting that any existing arboricultural features are unlikely to be of a quality that would represent a significant constraint to development. Landscaping and an ongoing maintenance of planting conditions are recommended.
- 5.9 The Waste Manager has no objection, subject to the required capacities being achievable.
- 5.10 The Council's Ecologist has no adverse comment.
- 5.11 The Neighbourhood Regeneration Manager (Access) has been consulted and no comments have been received.
- 5.12 The Housing Strategy Manager advises:

In line with the Local Development Plan (LDP), an affordable housing contribution of 20% of the 27 units (5 units) 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 for purchase by a nominated Registered Social Landlord (RSL) partner.

Although the priority is to deliver on-site affordable housing, 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. On that basis we would be prepared to accept a financial contribution in lieu of on-site affordable housing provision.

On that basis, we would seek a financial contribution of **£347,130** in lieu of 5 x 1 bedroom apartments which is calculated in accordance with the formula in the Planning Obligations– Supplementary Planning Guidance (SPG) (2017).

- 5.13 The Economic Development Manager has been consulted and no comments have been received.

6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 Welsh Water have no objection subject to a drainage details condition.
- 6.2 Glamorgan Gwent Archaeological Trust have no objection, stating that given the history of the site, there is no need for any archaeological mitigation.
- 6.3 South Wales Police have no objection. Further advice in respect of crime prevention has been provided.

7. **REPRESENTATIONS**

- 7.1 Local Members for Rumney and Llanrumney have been consulted and Councillors Parry and Derbyshire make the following comments:

I am writing re this app. Re the amount of concerns that I am hearing from residents. Of course, if the present building is demolished then something else would go there in its place! There is one business there (now and historically)an estate agents and that creates no inconvenience or traffic problems. This is a very busy main road! There is a great deal of concern as to the number of flats that may be built on that site. The area is very "built up and busy as it is" and there is a very real problem with cars trying to park. What is the number of flats applied for please? Could I ask for a site visit please?

- 7.2 Adjacent occupiers were consulted and 15 representations have been received objecting to the proposals, raising issues including:

- Overlooking/loss of privacy
- Disruption during construction
- Traffic congestion,/on street parking
- Overdevelopment of the site
- The need for more retail premises
- Loss of light due to scale
- Highway safety – site access proximity to crossing
- Insufficient on-site parking
- No provision for delivery vehicles
- Negative impact on property values
- Lack of historical investigation (Roman Road)
- Lack of consultation

- 7.3 The application was publicised as a Major development by way of site and

press notice.

8. **ANALYSIS**

8.1 A full planning permission is sought for the demolition of the existing buildings (a single storey estate agency and a two storey dwelling) on site and construction of a mixed use commercial and residential development and associated works.

8.2 The application site falls within the settlement boundary as defined by the Adopted Local Development Plan proposal maps and has no specific land use allocation or designation. The application site is located adjacent to Rumney Local Centre. The surrounding area is a mix of residential and the commercial uses associated with the local centre.

The site comprises a detached dwelling and Darlows Estate Agent and is separated from Rumney Local Centre by a commercial garage. The premises opposite the site fall within Rumney Local Centre.

The site is not located within a District or Local Centre and is out of centre in terms of retail policy. The commercial uses proposed should therefore be assessed against Policy R6: Retail Development (Out of Centre). However, in this instance, the close proximity to Rumney Local Centre and the scale of the commercial floorspace proposed raises no retail policy concerns in relation to potential adverse impacts on the vitality and viability of Rumney Local Centre.

The proposal would also result in the loss of a dwelling in residential area however, this will be compensated for with the additional dwellings proposed for the site.

8.3 The proposed building is of a 2-3 storey flat roof design, with the majority being 3 storey.

Whilst it is noted that the immediate surrounding properties are of a 2 storey scale, it is also noted that the height of the proposed three storey structure is only approx. 1.5m higher than the ridge of no. 780 Newport Road, and is very slightly lower than the ridge to no. 790 Newport Road (on the corner of Whitehall Parade), and that there are other buildings in the vicinity that have differing scales, ranging from single storey to three/four storey.

The 2 storey element sits adjacent to no. 780 Newport Road. This part of the proposed building has a single storey flat roof section to the Newport Road frontage, rising to 2 storeys in the same plane as the front elevation of no. 780. To its rear, the two storey element would project approx. 2.2m beyond the rear elevation of no. 780, approx. 1.3m off the shared boundary.

To the rear, the 3 storey part of the proposed building would be set approx.10.6m off the boundary to the closest residential dwelling (no. 49 Whitehall Parade). This dwelling is set at a lower ground level than the proposed building and views into the site from this dwelling will be restricted by

the existing boundary enclosure, and the proposed additional 1.0m enclosure, thus reducing the perception of scale.

- 8.4 The Council's approved Supplementary Planning Guidance 'Infill Sites' indicates that taller buildings may be acceptable on sites on "...primary routes, in higher density areas with variation in heights and massing". The exemplar of an acceptable form of development given in the Guidance is considered to be very similar in nature to this proposal.
- 8.5 Whilst it is noted that an objection has been raised in respect of the scale and new proximity of the built form adjacent to Rumney Hill Garage, and its impact on light to a window set in the side elevation of that building.

In considering the scale and massing of the proposal, the impact on light is a material consideration, and it is acknowledged that there is likely to be some degradation of ambient light into this window. However, it is also noted that the window is already compromised by the existing boundary enclosure between the garage and no. 786 (to be demolished), and that the window in question is a secondary window to a large 'shopfront' window to the front elevation of the garage. In light of this, it is considered that there would be insufficient grounds to reasonably justify or sustain refusal of consent.

- 8.6 Having regard for the proposals in context of the immediate and wider surroundings, and the provisions of Supplementary Planning Guidance, it is considered that the scale, massing and siting of the proposed building is acceptable.
- 8.7 The architectural design is generally supported as drawing on the mixed character of the local surroundings, which vary between Victorian style dwellings, multiple storey flats and mixed commercial facades. The proposed finished materials are also considered to be acceptable in this regard. It is considered that the use of render and facing brick in combination offers an acceptable contrast to the proposed building, adding interest to the street scene.
- 8.8 The proposals do not raise any concerns in respect of impacts on the residential amenity of existing adjacent occupiers in terms of privacy, loss of light, or overbearing.

To the north east of the site lies Rumney Hill Garage, a commercial premises that provides a car sales and repair service within a single storey structure that has a pitched roof to its frontage to Newport Road, switching to a flat roof where it extends back along Whitehall Parade. To the rear of the garage building there is small external parking area, adjacent to the boundary with no. 49 Whitehall Parade.

The matter of the impact of the proposals on a side facing office area window has been discussed above (para. 8.5). There are no other matters that would give rise to concerns in respect of this relationship.

To the south and south east lie the gardens of the dwellings fronting Whitehall Parade and Whitehall Avenue, where concerns have been raised in respect of loss of privacy/overlooking, loss of light and overbearing.

With regard to impact on light, the proposed building is sited to the north and northwest of these dwellings. In this case, the impact of the building on the amount of light obtained by the occupiers of these dwellings would be negligible and would not justify or sustain refusal of consent.

The proposed building is set approx. 10.6m off the boundary to the nearest dwelling at no. 49 Whitehall Parade and therefore is compliant with the requirements of the Council's approved Supplementary Planning Guidance, which advocates a minimum distance of 10.5m. It is of note that there are ground and first floor windows to the side of no. 49 facing the application site. With this in mind, the proposals have been amended so as to relocate the originally proposed first and second floor Juliet balconies of those flats that have a direct relationship to no. 49 from the rear elevation to the side elevation overlooking Whitehall Parade itself over the roof of Rumney Hill Garage. In addition, it should be noted that the proposals include an increase in the height of the existing boundary enclosure of the site (by 1.0m).

In this case, it is considered that there would be no justifiable or sustainable grounds to refuse consent in respect of the impact of the proposals on the occupiers of no. 49 Whitehall Parade.

The next dwellings adjacent to the site are no. 47 Whitehall Parade, and no. 2, 4 and 6 Whitehall Avenue. The shared boundary to these dwellings is (on the application site side) a stone/brick wall of approx. 1.5m height, with a drop in ground level on the garden side ranging from approx. 1.0-2.0m.

The shared boundary to these dwellings is set approx. 21.6m-22.0m from the rear elevation of the proposed building, and this boundary enclosure is to be increased in height by 1.0m through the placement of a timber fence (0.5m solid with 0.5m open trellis atop) inside the application site.

In this case, not only is the proposed building double the required separation distance of 10.5m from the boundary, but the boundary is to be increased in height (with a trellis to allow light penetration).

With regard to the proposed rooftop terrace, this area has been amended (reduced in size) so as to take the perimeter of the terrace away from the rear parapet. This move results in an inability for residents using the terrace to have any views into the gardens of the surrounding dwellings. This aspect is further reinforced by the requirement for a 1.8m high obscurely glazed balustrade along the relevant line.

Having regard for the above, there would be no reasonable or sustainable grounds to refuse consent.

To the south west, is the dwelling at no. 780 Newport Road. The relationship with this dwelling in terms of scale is discussed above. With regard to impacts on privacy and amenity, whilst it is noted that the proposals present a two storey projection approx. 2.2m from the rear elevation of no. 780, there are no ground floor windows that would suffer any detriment as a result (there is a door to the rear of no. 780 at this corner). There is a first floor window adjacent to the site. However, taking a 45 degree line from its centre the proposed building does not break the plane.

It is noted that there is a Juliet balcony to the first floor flat close to the shared boundary that is likely to have views into the bottom part of the garden to no. 780. Whilst this is a new window aspect, it is of note that the dwelling at no. 778 has bay windows to a rear annexe that offer direct views across the garden to no. 780. In this case, it would be difficult to sustain an any refusal of consent on grounds of loss of privacy/amenity from the balcony window.

Similarly to the comments above, the proposed roof terrace is set so deep into the proposed flat roof area that views down onto the garden of no. 780 would not be possible.

Having regard for the above, there would be no reasonable or sustainable grounds to refuse consent.

To the north west, of the site there are commercial premises on the opposite side of Newport Road. The relationship between the proposed building and these properties would not raise any concerns, given the context of the location.

8.9 With regard to the concerns raised in respect of parking and highway safety, The Operational Manager Transportation offers the following responses:

- It is not considered that the proposed access road junction with Newport Road will cause any undue safety concerns. This proposed junction will be subject to a highways agreement which will consider various technical matters in detail, including the lengthening of the central reserve (to discourage right-turn manoeuvres to and from the access road), footway access, and lining and signing.
- The amount of car parking proposed for the residents is within the Council's maximum standards. The site is located in a sustainable location within the Rumney Local Centre and on a very frequent bus route, which should help to reduce the demand for car parking.
- It will be possible for the retail units' delivery vehicles to unload on Newport Road adjacent to the northern unit (outside peak times), and it is not considered they should need to access Whitehall Parade.

Subject to conditions and the requested financial contribution, there would be no sustainable grounds for refusal of consent in respect of parking or highway safety.

8.10 With regard to the comments received from the Highways Drainage Manager, whilst they are noted the information requested is required to establish an

acceptable form of development in respect of sustainable drainage and, though warranting due consideration are not required to make the proposals acceptable in planning terms. Notwithstanding this, it is considered appropriate to require the development to comply with SuDS and the SAB process. In this regard condition 12 above is recommended, and further advice is offered under recommendation 7 above.

8.11 With regard to objections raised not discussed above, the following comments are made:

- It is acknowledged that construction activities associated with undertaking developments can result in local disturbance. However, this is an unfortunate consequence of development and cannot reasonably be held as grounds for refusal of planning permission;
- The 'need' for the proposed retail units is not a material planning consideration. The units have been assessed with regard to adopted retail policies and are considered acceptable;
- The impact of development on property values is not a material planning consideration;
- The site is not identified as being archaeologically sensitive on the Council's constraints database. Should any archaeological features be exposed during development, other legislation will dictate any actions to be undertaken;
- The application includes a Developer Pre-Application Consultation Report, which indicates that the consultation was undertaken in accordance with the appropriate legislation. The planning application was advertised, and neighbour notification letters were sent, in accordance with legislation.

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.

9.3 *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.

10. **PLANNING OBLIGATIONS**

10.1 The following contribution requests have been made, with reference made to the Community Infrastructure Levy tests:

Parks – A contribution of **£36,418** is requested towards the maintenance/provision of open space in the vicinity of the site.

Transportation – A contribution of **£6000** is requested, towards amended/additional Traffic Orders and street furniture.

Regeneration – A contribution of **£19,453.82** is requested, towards the provision, maintenance or improvement of community facilities in the vicinity of the site.

10.2 The application has been the subject of an Economic Appraisal that has been independently scrutinised by the District Valuation Service.

The DVS has concluded that the development as proposed would not be economically viable for the developer, should they be required to meet the contribution requests.

10.3 Notwithstanding the findings of the DVS, the applicant has agreed to meet the Transportation request of **£6000** in order to mitigate any future highway issues relating to the site entrance and public realm area to the site frontage.

11. **CONCLUSION**

11.1 In light of the above, and having regard for current planning policy and guidance, it is recommended that planning permission be granted, subject to conditions and a Legal Agreement.

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REVISIONS		
No	By	Date
A	HM	30.04.19



Existing Site Location

0.14 ha
0.36 Acres



Scale: 1:500 @ A3

morgan 2 morgan

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 16 Columbus Walk, Atlantic Wharf, Cardiff, CF10 4BY
 Tel: (029) 2044 7520 Fax: (029) 2045 1813

Project: Proposed Newport Road Redevelopment
 Client:
 Drawing Title: Property Index
 Existing Location Plan

Drawn	Checked	Scale	Original	Date
DG	PAM	1:500	A3	March 2019
Job Number	Drawing Number	Revision	Status	
3082	PL	100	A	PLANNING

EXISTING LOCATION PLAN

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REVISIONS			
No	By	Date	Description
A	HM	30.04.19	Boundary and car park amended
B	HM	10.05.19	Car parking arrangement amended
C	HM	4.06.19	Access road width, delineated pedestrian zone, access control and hard landscaping amended. Cycle storage reference added. Service bay removed - To Transportation managers recommendations.



- SITE BOUNDARY LINE
- Site Area
 - 0.36 Ac.
 - 0.14 Ha.
- EXISTING BUILDINGS

- PROPOSED PLANNING APPLICATION**
1. GROUND FLOOR RETAIL MAIN BLOCK
Retail Area 1 - 84 m² (905ft²) NIA approx.
Retail Area 2 - 114 m² (1236ft²) NIA approx.
Total - 198m² (2131ft²)
 2. GROUND FLOOR RESIDENTIAL
Residential - 3 No. Apartments
 3. FIRST FLOOR RESIDENTIAL
Residential - 13 No. Apartments
 4. SECOND FLOOR RESIDENTIAL
Residential - 11 No. Apartments
 5. THIRD FLOOR
Roof Amenity space provided at 3rd floor level
- TOTAL UNITS - 27 No.**
6. ROOF SPACE
Roof Amenity / Garden Area
 7. PROPOSED CAR / CYCLE PARKING
 - 16 Residential car spaces in rear court yard
 - 30 No. Cycle space (min 1 per apartment)
 - 8 No. Cycle spaces for Retail

PROPOSED GROUND FLOOR SITE PLAN

Scale: 1:250 @ A3
1:125 @ A1

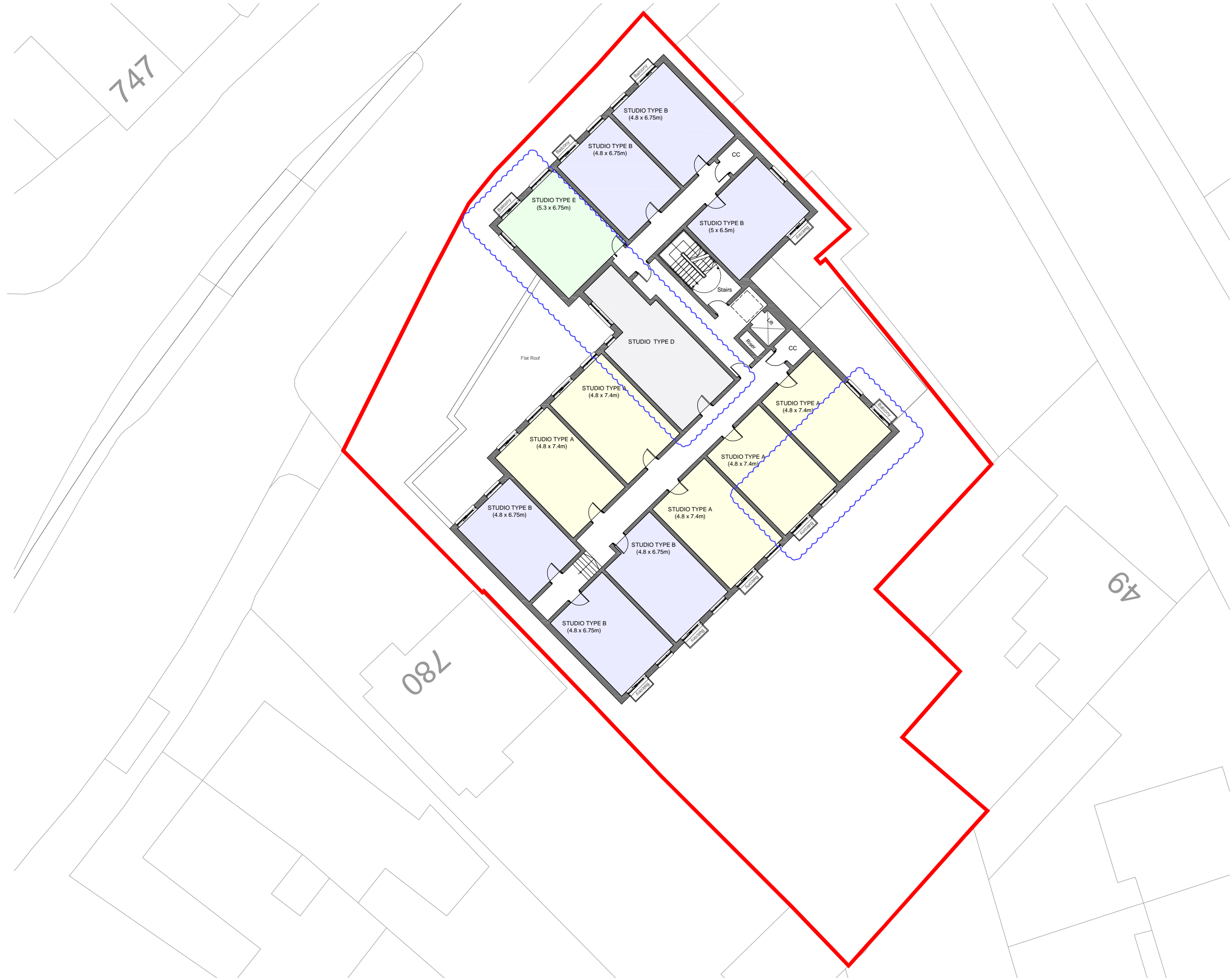
morgan 2 morgan
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Proposed Newport Road Redevelopment			
Property Index			
Proposed Ground Floor Site Plan			
Drawn	Checked	Scale	Original
HJM	PAM	1:250	A3
Job Number	Drawing Number	Revision	Status
3082	PL	200	C
March 2019			
PLANNING			

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REVISIONS			
No	By	Date	Description
A	HM	30.04.19	Boundary and car park amended
B	HM	04.06.19	Studio types D & E introduced - (amended from previous types) Balcony & Window arrangement to South East corner amended



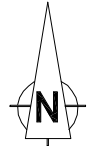
SITE BOUNDARY LINE

Site Area
 - 0.36 Ac.
 - 0.14 Ha.

PROPOSED PLANNING APPLICATION

- GROUND FLOOR RETAIL MAIN BLOCK
 Retail Area 1 - 84 m² (905ft²) NIA approx.
 Retail Area 2 - 114 m² (1236ft²) NIA approx.
 Total - 198m² (2131ft²)
 - GROUND FLOOR RESIDENTIAL
 Residential - 3 No. Apartments
 - FIRST FLOOR RESIDENTIAL
 Residential - 13 No. Apartments
 - SECOND FLOOR RESIDENTIAL
 Residential - 11 No. Apartments
 - THIRD FLOOR
 Roof Amenity space provided at 3rd floor level
- TOTAL UNITS - 27 No.**
- ROOF SPACE
 Roof Amenity / Garden Area
 - PROPOSED CAR / CYCLE PARKING
 - 16 Residential car spaces in rear court yard
 - 30 No. Cycle space (min 1 per apartment)
 - 8 No. Cycle spaces for Retail

PROPOSED FIRST FLOOR PLAN



Scale: 1:250 @ A3
 1:125 @ A1

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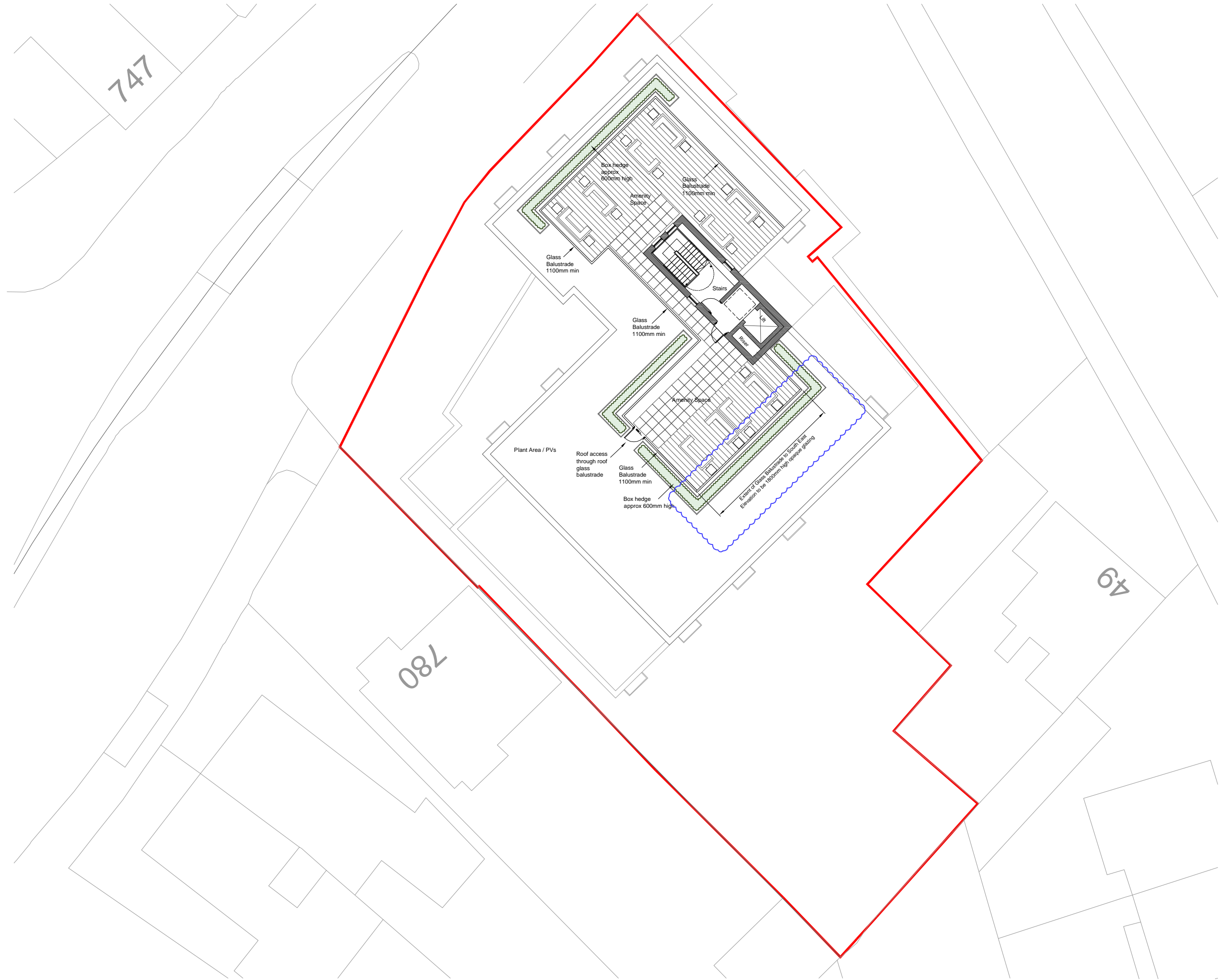
Proposed Newport Road Redevelopment	
Client	
Property Index	
Drawing Title	
Proposed First Floor Plan	

Drawn	Checked	Scale	Original	Date
HJM	PAM	1:250	A3	March 2019
Job Number	Drawing Number	Revision	Status	
3082	PL	201	B	PLANNING

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REVISIONS			
No	By	Date	Description
A	HM	30.04.19	Boundary and car park amended
B	HM	04.06.19	Extent of Roof garden / amenity space reduced. Balustrade details to South East amended.



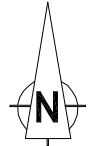
SITE BOUNDARY LINE

Site Area
 - 0.36 Ac.
 - 0.14 Ha

PROPOSED PLANNING APPLICATION

- GROUND FLOOR RETAIL MAIN BLOCK**
 Retail Area 1 - 84 m² (905ft²) NIA approx.
 Retail Area 2 - 114 m² (1236ft²) NIA approx.
 Total - 198m² (2131ft²)
 - GROUND FLOOR RESIDENTIAL**
 Residential - 3 No. Apartments
 - FIRST FLOOR RESIDENTIAL**
 Residential - 13 No. Apartments
 - SECOND FLOOR RESIDENTIAL**
 Residential - 11 No. Apartments
 - THIRD FLOOR**
 Roof Amenity space provided at 3rd floor level
- TOTAL UNITS - 27 No.**
- ROOF SPACE**
 Roof Amenity / Garden Area
 - PROPOSED CAR / CYCLE PARKING**
 - 16 Residential car spaces in rear court yard
 - 30 No. Cycle space (min 1 per apartment)
 - 8 No. Cycle spaces for Retail

PROPOSED THIRD FLOOR PLAN



Scale: 1:250 @ A3
 1:125 @ A1

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Property Index

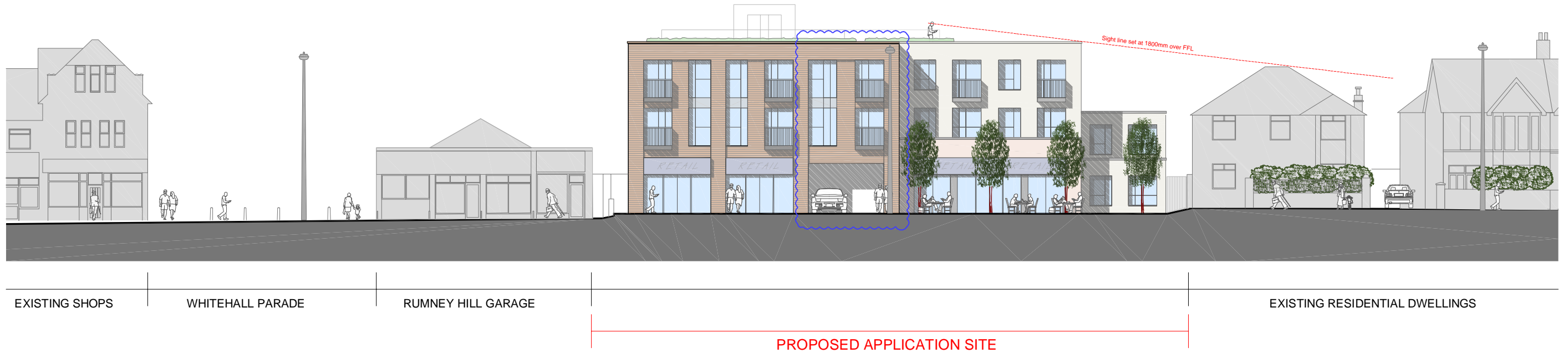
Drawing Title: Proposed Third Floor Plan

Drawn	Checked	Scale	Original	Date
HJM	PAM	1:250	A3	March 2019
Job Number	Drawing Number	Revision	Status	
3082	PL	203	B	PLANNING

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REVISIONS		
No	By	Date
A	HM	04.06.19



NORTH WEST ELEVATION

PROPOSED CONTEXT ELEVATIONS - NORTH WEST

Scale: 1:250 @ A3
 1:125 @ A1

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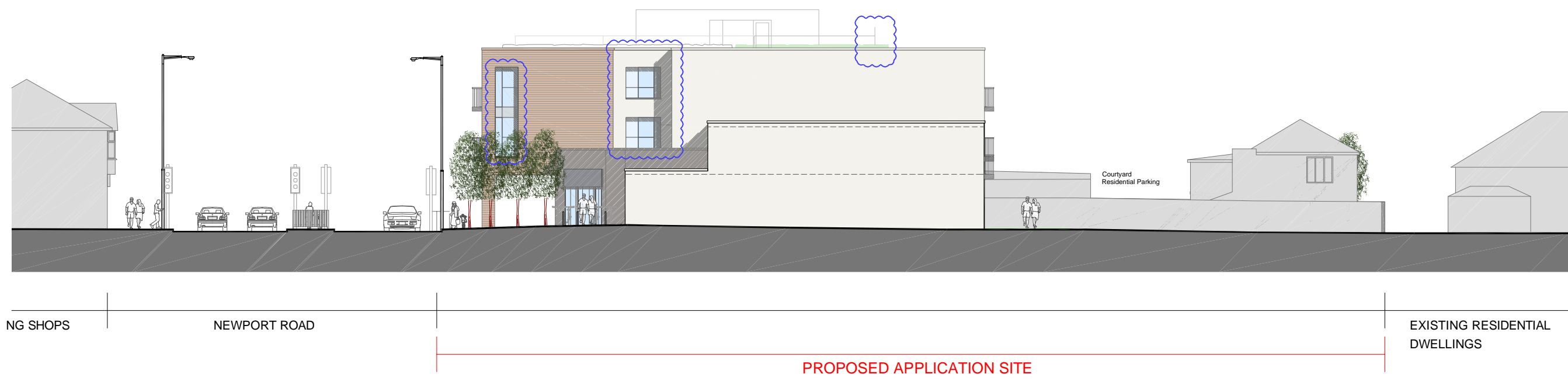
Client: Proposed Newport Road Redevelopment
 Drawing Title: Property Index
 Proposed Context Elevations - North West

Drawn	Checked	Scale	Original	Date
HJM	PAM	1:250	A3	March 2019
Job Number	Drawing Number	Revision	Status	
3082	PL	300	A	PLANNING

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REVISIONS		
No	By	Date
A	HM	04.06.19



SOUTH WEST ELEVATION

PROPOSED CONTEXT ELEVATIONS - SOUTH WEST

Scale: 1:250 @ A3
 1:125 @ A1

morgan 2 morgan
 Chartered Architects Surveyors Urban Designers
 16 Columbus Walk, Atlantic Wharf, Cardiff, CF10 4BY
 Tel: (029) 2044 7520 Fax: (029) 2045 1813

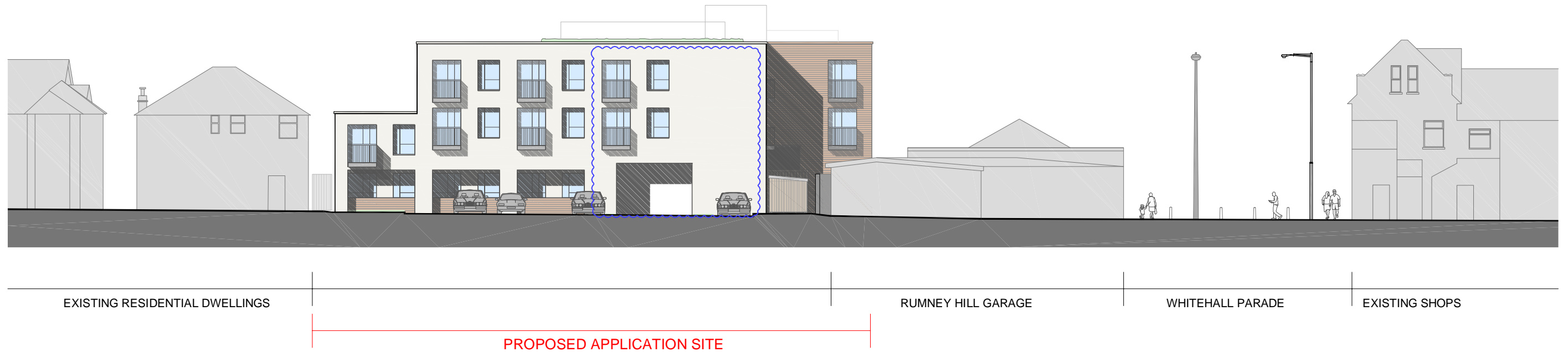
Project: Proposed Newport Road Redevelopment
 Client: Property Index
 Drawing Title: Proposed Context Elevations - South West

Drawn	Checked	Scale	Original	Date
HJM	PAM	1:250	A3	March 2019
Job Number	Drawing Number	Revision	Status	
3082	PL	301	A	PLANNING

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REVISIONS		
No	By	Date
A	HM	04.06.19



SOUTH EAST ELEVATION

PROPOSED CONTEXT ELEVATIONS - SOUTH EAST

Scale: 1:250 @ A3
 1:125 @ A1



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Project: Proposed Newport Road Redevelopment
 Client: Property Index
 Drawing Title: Proposed Context Elevations - South East

Drawn	Checked	Scale	Original	Date
HJM	PAM	1:250	A3	March 2019
Job Number	Drawing Number	Revision	Status	
3082	PL	302	A	PLANNING

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REVISIONS		
No	By	Date
A	HM	04.06.19



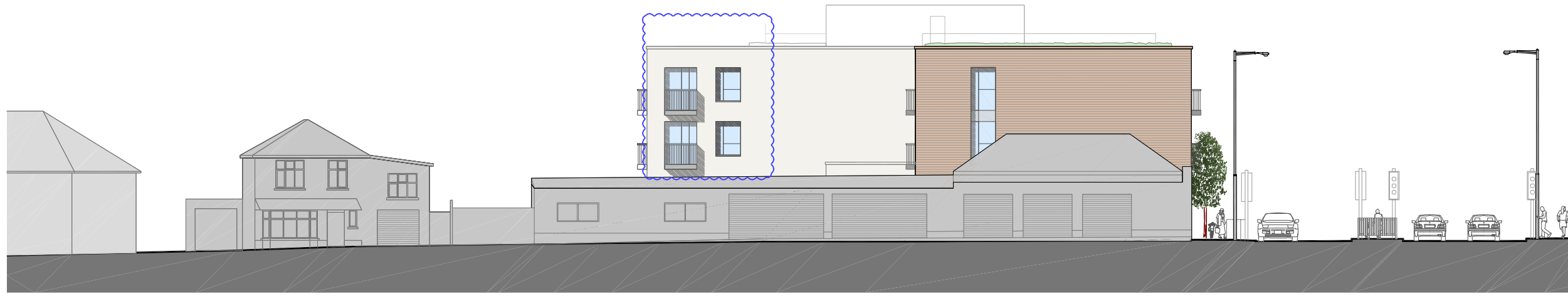
EXISTING RESIDENTIAL DWELLINGS

NEWPORT ROAD

EXISTING SHOPS

PROPOSED APPLICATION SITE

NORTH EAST ELEVATION



EXISTING RESIDENTIAL DWELLINGS

RUMNEY HILL GARAGE

NEWPORT ROAD

PROPOSED APPLICATION SITE

NORTH EAST ELEVATION - VIEW FROM WHITEHALL PARADE

PROPOSED CONTEXT ELEVATIONS - NORTH EAST

Scale: 1:250 @ A3
 1:125 @ A1



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Project: Proposed Newport Road Redevelopment
 Client: Property Index
 Drawing Title: Proposed Context Elevations - North East

Drawn	Checked	Scale	Original	Date
HJM	PAM	1:250	A3	March 2019
Job Number	Drawing Number	Revision	Status	
3082	PL	303	A	PLANNING