

PETITION AND LOCAL MEMBER OBJECTION

COMMITTEE DATE: 27/01/2021

APPLICATION No. **19/03148/MNR** APPLICATION DATE: 09/12/2019

ED: **LLANDAFF**

APP: TYPE: Full Planning Permission

APPLICANT: Acorn Nurseries

LOCATION: TRENEWYDD, FAIRWATER ROAD, LLANDAFF

PROPOSAL: DOUBLE STOREY SIDE EXTENSION AND SINGLE STOREY REAR EXTENSION WITH NEW REAR EXTERNAL TERRACES AND LANDSCAPING, CREATING A NEW DAYCARE NURSERY. CHANGE OF USE FROM OFFICES (CLASS B1) TO NON-RESIDENTIAL INSTITUTIONS (CLASS D1)

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 paragraph 5.5 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:
 - 19-1795-04 Rev G – Proposed ground floor and site plan – received 26 November 2020.
 - 19-1795-07 A – Proposed elevations – received 28 April 2020.
 - 19-1795-06 A – Proposed roof plan and sections - received 28 April 2020.
 - 19-1795-05 A – Proposed upper floor plans - received 28 April 2020.
 - Typical cross-section through external wall and suspended concrete slab – received 13 March 2020.
 - C2457-TK04 Rev D – Staff car park swept path analysis – received 22 October 2020.
 - C2457-TK05 Rev B – Drop-off area swept path analysis - received 22 October 2020.

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

3. The premises shall be used only as a day nursery within Class D1(b) of

the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) as specified in the application, and for no other purpose (including any other purpose within Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument amending, revoking or re-enacting that Order).

Reason: To prevent other class D1 uses with different characteristics and requirements which would need to be fully considered separately by the Local Planning Authority in terms of development plan policies and/or national guidance and which may prejudice the amenities of the area, contrary to policy KP5 of the Cardiff Local Development Plan.

4. A maximum of 60 children shall be present on the site at any one time.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected and to ensure that the proposed development does not interfere with the safety, convenience and free flow of traffic passing along the highway abutting the site, in accordance with policies KP5 and T5 of the Cardiff Local Development Plan.
5. The use of the premises as a daycare nursery shall not be carried out other than between the hours of 7.30am and 6pm Monday to Friday and shall not be carried out at any time on weekends and bank holidays.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity of the site are protected, in accordance with policy KP5 of the Cardiff Local Development Plan.
6. Prior to the commencement of development, details of the design of the proposed drop-off bay (including pedestrian facilities and shelter) shall be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of visual amenity and the character and appearance of the Llandaff Conservation Area, and to ensure that the proposed development does not interfere with the safety, convenience and free flow of traffic passing along the highway abutting the site, in accordance with policies KP5, EN9 and T5 of the Cardiff Local Development Plan.
7. Before the development hereby approved is brought into beneficial use, a Travel Plan for the development, with a named Travel Plan Co-ordinator, shall be submitted to and approved in writing by the Local Planning Authority, setting out how alternative methods of transport to and from the site shall be promoted in order to reduce dependence on the private car, and the approved Travel Plan shall be implemented thereafter.
Reason: In the interests of sustainability and in accordance with policies T1 and T5 of the Cardiff Local Development Plan.
8. No part of the development hereby permitted shall be occupied until a scheme of reinstatement/improvement works to the highway adjacent

to the site including (but not exclusively) footway surfacing, carriageway surfacing, marking, kerbing, drainage and lighting, has been implemented in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To provide a satisfactory pedestrian environment and safe access to the site, in accordance with policies T5 and T6 of the Cardiff Local Development Plan.

9. A maximum of three car parking spaces shall be maintained within the site at all times in accordance with the details shown on the approved plans and these shall be provided prior to beneficial occupation of the premises and shall not be used for any purpose other than the parking of vehicles,

Reason: To ensure that excessive car parking provision is not provided at the site, in accordance with policy T5 of the Cardiff Local Development Plan, and the parking facilities accord with the standards set out in the Cardiff Supplementary Planning Guidance "Managing Transportation Impacts (Incorporating Parking Standards)" (April 2018).

10. The development shall not be brought into beneficial use until facilities for the secure storage of cycles and scooters have been provided in accordance with details to be submitted to and approved in writing by the local planning authority and the approved facilities shall be retained in perpetuity.

Reason: To ensure that adequate provision is made for the secure and sheltered parking of scooters and cycles and to ensure that the appearance of such facilities is appropriate to the Llandaff Conservation Area, in accordance with policies KP5, EN9 and T5 of the Cardiff Local Development Plan.

11. If at any time the use of the premises is to involve the preparation and cooking of hot food that requires external extraction, the extraction of all fumes from the food preparation areas shall be mechanically extracted to a point to be agreed with the Local Planning Authority, and the extraction system shall be provided with a de-odorising filter. Details of the above equipment shall be submitted to, and approved by, the Local Planning Authority in writing and the equipment installed prior to the commencement of use for the cooking of food. The equipment shall thereafter be maintained in accordance with the manufacturers' guidelines, such guidelines having previously been agreed by the Local Planning Authority in writing.

Reason: To ensure that the amenities of occupiers of nearby properties are protected, in accordance with policies KP5 and EN13 of the Cardiff Local Development Plan.

12. Before the development hereby approved is brought into beneficial use, a noise assessment shall be carried out and submitted to the Local Planning Authority to demonstrate that the noise emitted from fixed plant and equipment on the site shall achieve a rating noise level of background -5dB at the nearest noise sensitive premises when

measured and corrected in accordance with BS 4142: 2014 + A1: 2019 (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, in accordance with policies KP5 and EN13 of the Cardiff Local Development Plan.

13. Details of the design and materials of the proposed timber structure to the middle terrace / play area, including methods that will be employed to minimise the impact of noise from users of the structure on the occupiers of neighbouring properties, shall be submitted to and approved in writing by the Local Planning Authority and the approved structure shall be erected before the development hereby approved is brought into beneficial use and shall be maintained thereafter.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected, in accordance with policies KP5 and EN13 of the Cardiff Local Development Plan.
14. The existing pedestrian entrance through the stone wall fronting Fairwater Road shall be filled in using stone reclaimed from the existing wall and no alterations to the boundary wall fronting Fairwater Road shall take place until a detailed elevational drawing of the wall, which shows details of the finish to the new pedestrian entrance and proposed coursing, mortar and coping details and the method of transition to new material for the existing entrance which is to be filled in, has been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.
Reason: To ensure that the finished appearance of the development is in keeping with the area, in the interests of visual amenity and the preservation of the character and appearance of the Llandaff Conservation Area, in accordance with policies KP5, KP17 and EN9 of the Cardiff Local Development Plan.
15. Prior to the construction of the extensions above foundation level, samples and/or manufacturer's specifications of the external finishing materials shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure that the finished appearance of the development is in keeping with the area in accordance with policies KP5, KP17 and EN9 of the Cardiff Local Development Plan.
16. No development shall take place until the following have been submitted to and approved in writing by the Local Planning Authority (LPA) in accordance with the current British Standard 5837:
 - An Arboricultural Method Statement (AMS) detailing the methods to be used to prevent loss of or damage to retained trees within and bounding the site.

The AMS shall include details of site monitoring of tree protection and tree condition by a qualified arboriculturist, undertaken throughout the development and after its completion, to monitor tree condition. This shall include the preparation of a chronological programme for site monitoring and production of site reports, to be sent to the LPA during the different phases of development and demonstrating how the approved tree protection measures have been complied with.

- A Tree Protection Plan (TPP) in the form of a scale drawing showing the finalised layout and the tree and landscaping protection methods detailed in the AMS that can be shown graphically.

Unless written consent is obtained from the LPA, the development shall be carried out in full conformity with the approved AMS and TPP.

Reason : To enable the Local Planning Authority to assess the effects of the proposals on existing trees and landscape and the measures for their protection, to monitor compliance and to make good losses, in the interests of visual amenity and tree protection, in accordance with policies KP5 and EN8 of the Cardiff Local Development Plan.

17. Any pruning necessary to implement the planning permission shall be undertaken in accordance with British Standard 3998: 2010 'Tree Work' or any Standard that replaces it.

Reason: The trees are of value in the local environment and should be protected and maintained in good condition, in accordance with policies KP5 and EN8 of the Cardiff Local Development Plan.

18. No development shall take place until full details of soft landscaping, which shall include the creation of soft landscape beds within the Fairwater Road frontage, have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- A soft landscaping implementation programme.
- Scaled planting plans prepared by a qualified landscape architect.
- Evidence to demonstrate that existing and proposed services including drainage won't conflict with proposed planting.
- Schedules of plant species, sizes, numbers and densities prepared by a qualified landscape architect.
- Scaled tree pit sectional and plan drawings (as appropriate) prepared by a qualified landscape architect that show the Root Available Soil Volume (RASV) for each tree.
- Topsoil and subsoil specification for all planting types, including full details of soil assessment in accordance with the Cardiff Council Soils and Development Technical Guidance Note, soil protection, soil stripping, soil storage, soil handling, soil amelioration, soil remediation and soil placement to ensure it is fit for purpose. Where imported planting soils are proposed, full

specification details shall be provided including the parameters for all imported planting soils, a soil scientists interpretive report demonstrating that the planting soil not only meets British Standards, but is suitable for the specific landscape type(s) proposed. The specification shall be supported by a methodology for storage, handling, amelioration and placement.

- Planting methodology and post-planting aftercare methodology prepared by a qualified landscape architect, including full details of how the landscape architect will oversee landscaping implementation and report to the LPA to confirm compliance with the approved plans and specifications.

The landscaping shall be carried out in accordance with the approved design and implementation programme.

Reason: To maintain and improve the amenity and environmental value of the area, and to monitor compliance, in accordance with policies KP5 and KP15 of the Cardiff Local Development Plan.

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, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the amenity and environmental value of the area, in accordance with policies KP5 and KP15 of the Cardiff Local Development Plan.

RECOMMENDATION 2: The applicant is advised that a commercial contract is required for the collection and disposal of all commercial waste. By law (Environmental Protection Act, 1990, section 34) all commercial premises have a duty of care to ensure that their waste is transferred to and disposed of by a registered waste carrier. Owners or developers of commercial developments/properties who require Cardiff County Council to collect and dispose of their waste can contact the commercial services department on 029 20717500.

RECOMMENDATION 3: In the interests of site security, the developer is advised to ensure that the development achieves Secured By Design standards as promoted by South Wales Police. In particular, an audio/ visual access control system should be installed that has the capability of recording high quality footage both day/ night and which retains the footage for at least 30 days; a CCTV system should be installed that monitors the front and rear of the property and is managed by an external company and linked to the Police control room; a management plan should be in place in respect of access control; all doors and ground floor windows should be PAS 24: 2016; adequate lighting should be provided. South Wales Police would welcome

working with the contractor in order to achieve the recommendations above. In addition to this further information can be found on www.securedbydesign.com.

RECOMMENDATION 4: The developer is advised to contact Cardiff Council Asset Management (AssetManagement@Cardiff.gov.uk) for the necessary Highway licenses for any works affecting the adopted highway.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application is for full planning permission for the change of use, extension and conversion of an existing property to a day care nursery providing 60 places for babies and small children.
- 1.2 On the ground floor, three separate play rooms will be provided to the rear of the building with some existing windows being replaced with external doors giving access onto rear terrace areas. On the first floor there will be five play rooms, a wet room, two nappy changing rooms, a manager's office and toilet facilities. A baby room, cot room, two nappy changing rooms, milk preparation kitchen and staff room facilities will be located on the second floor.
- 1.3 The front elevation of the property will not be altered. A narrow extension containing a utility room will be added to the eastern side elevation, the roof of which will continue the slope of the roof of the main building down to single storey level and will feature a small dormer window. It will be finished in materials to match the existing building.
- 1.4 To the rear, a new single storey extension will be added which has been designed as a contrast to the style of the original property. The extension will have a flat roof and feature bays with glazed sliding door units giving access to rear terraces. The existing external courtyard area will be altered to provide play areas for the children. Three terraces will be created to provide level playing spaces, which will also include a timber shelter, an area for gardening activities and soft landscaping. Steps and a ramp will provide access down to the lower terraces.
- 1.5 A staff car parking area will be provided within the existing hardstanding area at the front of the site, comprising 3 car parking spaces accessed from the existing vehicular entrance on Ynys Y Coed close to its junction with Fairwater Road. A cycle store with 13 cycle spaces and a timber "buggy park" will also be provided in this area. A drop-off space for parents/carers will be provided at the rear of the site, on the existing hardstanding area directly adjacent to Ynys Y Coed. A timber shelter will be erected adjacent to this space, where staff will collect the children.
- 1.6 The application includes the change of use of the building from offices (Class B1) to non-residential institution (Class D1). Hours of opening will be 07:30 to 18:00, Monday to Friday.

2. **DESCRIPTION OF SITE**

- 2.1 The application relates to a large detached property located on the southern side of Fairwater Road which, at the time the application was submitted, lay just outside the Llandaff Conservation Area. The boundary of the Conservation Area has recently been reviewed and the proposed new boundary now includes this building. The property was built in the 1890s as a dwelling but was most recently used as offices for the Cardiff and Vale University Health Board. It has been unoccupied for approximately six years and its condition has deteriorated.
- 2.2 The building is a traditionally built brickwork structure with brick and stone features, tile hanging and plain clay roofing tiles. It is three storeys in height with the top floor in the roof space, which is punctuated with gables and dormers. The building is not statutorily listed, although it is on the local list of "buildings of merit".
- 2.3 The grounds of the property comprise hardstanding areas to the front and rear accessed from Ynys Y Coed, a cul-de-sac of residential properties on the western side of the site, along with small areas of overgrown planted borders. The ground slopes down to the rear and there is a change in level of approximately 1.7m between the building and the existing hardstanding area. Along the eastern side there is a line of trees in the verge between the site boundary wall and the driveway of Maynard Court.

3. **SITE HISTORY**

- 3.1 89/02483/W – Erection of 36 No Elderly Persons Apartments in two blocks of 2 Storeys (to include the conversion of Trenewydd to 6 units). Granted 21/03/1990.
- 3.2 89/02484/W – Conversion of Trenewydd to 6 No elderly persons flats and erection of 7 No detached dwellings. Granted 21/03/1990.
- 3.3 90/01921/W – Conversion of Trenewydd to 6 No 2 bedroomed apartments and erection of 7 No detached dwellings. Granted 08/01/1991.
- 3.4 95/00114/W – 22 elderly persons flats. Granted 28/07/1995.
- 3.5 95/01046/W – Demolition of existing boiler room and its replacement with new single storey extension for new boiler room. Granted 09/08/1995.
- 3.6 13/00692/DCO – Change of use to single dwelling. Granted 25/06/2013.
- 3.7 13/00870/DCO – Certificate of Lawful Use as offices (Class B1). Granted 01/07/2013.
- 3.8 14/00887/DCO – Change of use to residential with proposed alterations and extensions. Withdrawn 04/09/2014.
- 3.9 15/03160/DCH – Proposed single storey rear extension including creation of

basement area with swimming pool; raised garden terrace; proposed double garage to front with single storey link extension to side of main property. Granted 09/03/2016.

- 3.10 Due to the poor condition of the building and site and its impact upon local visual amenity, a S215 notice was served against in the owners in 2018. Non-compliance with the requirements of the notice resulted in two prosecutions in 2019. The building was subsequently acquired by Acorns Nurseries in November 2019.

4. **POLICY FRAMEWORK**

- 4.1 *Cardiff Local Development Plan 2006-2021:*
KP5 (Good Quality and Sustainable Design);
KP13 (Responding to Evidenced Social Needs);
KP15 (Climate Change);
KP16 (Green Infrastructure);
KP17 (Built Heritage);
EN8 (Trees, Woodlands and Hedgerows);
EN9 (Conservation of the Historic Environment);
EN10 (Water Sensitive Design);
EN13 (Air, Noise, Light Pollution and Land Contamination);
T5 (Managing Transport Impacts);
C1 (Community Facilities);
C3 (Community Safety/Creating Safe Environments);
W2 (Provision for Waste Management Facilities in Development).
- 4.2 *Supplementary Planning Guidance:*
Waste Collection and Storage Facilities (October 2016).
Green Infrastructure (November 2017).

Managing Transportation Impacts (Incorporating Parking Standards) (2018).

Childcare Facilities (November 2017).
- 4.3 *Conservation Area Appraisal: Llandaff (2020) and Conservation Area Review 2020.*
- 4.4 *Planning Policy Wales (Edition 10 – December 2018):*
2.2 All development decisions, either through development plans policy choices or individual development management decisions should seek to contribute towards the making of sustainable places and improved well-being.
3.4 Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales.
3.6 Development proposals must address the issues of inclusivity and accessibility for all.
3.9 The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.
3.11 Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take.

4.1.31 Planning authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling.

4.1.34 New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities. As well as providing cycle parking near destinations, consideration must also be given to where people will leave their bike at home.

4.1.36 Planning authorities must direct development to locations most accessible by public transport.

5.12.9 Adequate facilities and space for the collection, composting and recycling of waste materials should be incorporated into the design and, where appropriate, layout of any development as well as waste prevention measures at the design, construction and demolition stage.

6.1.9 Any decisions made through the planning system must fully consider the impact on the historic environment and on the significance and heritage values of individual historic assets and their contribution to the character of place.

6.1.15 There is a strong presumption against the granting of planning permission for developments, including advertisements, which damage the character or appearance of a conservation area or its setting to an unacceptable level. In exceptional cases, the presumption may be overridden in favour of development considered desirable on public interest grounds.

6.1.16 Preservation or enhancement of a conservation area can be achieved by a development which either makes a positive contribution to an area's character or appearance or leaves them unharmed.

6.2.5 The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design.

6.4.5 Planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity.

6.4.24. The particular role, siting and design requirements of urban trees in providing health and well-being benefits to communities, now and in the future should be promoted as part of plan making and decision taking.

6.4.25 Planning authorities should protect trees, hedgerows, groups of trees and areas of woodland where they have ecological value, contribute to the character or amenity of a particular locality, or perform a beneficial and identified green infrastructure function. Planning authorities should consider the importance of native woodland and valued trees, and should have regard, where appropriate, to local authority tree strategies or SPG.

6.6.27 Planning authorities should be aware of the risk of surface water flooding and ensure developments are designed and planned to minimise potential impacts. Development should not cause additional run-off, which can be achieved by controlling surface water as near to the source as possible by the use of SuDS.

4.5 *Technical Advice Note 11 – Noise (1997):*

8. Local planning authorities must ensure that noise generating development does not cause an unacceptable degree of disturbance. They should also bear in mind that if subsequent intensification or change of use results in

greater intrusion, consideration should be given to the use of appropriate conditions.

4.6 *Technical Advice Note 12 - Design (March 2016).*

5. **INTERNAL CONSULTEE RESPONSES**

5.1 *Transportation:* I am of the opinion that the proposals for the reduced operation (60 pupils compared to 100 pupils) would be acceptable. In short the application has reduced from a 100 pupil operation to a 60 pupil operation with consequential reductions in number of staff. In accordance with the reduction in pupils the traffic and parking requirements have reduced.

5.2 The cycle parking provision is acceptable. The staff car parking provision (max 3 vehicles) is acceptable. The swept path analysis demonstrates that the car parking area is acceptable, although movements within the car park should be avoided when pupils/parents are arriving at the site.

5.3 The anticipated traffic generation numbers provided with the amended application are acceptable, for both the nursery (18 movements during the peak hour) and the background traffic generated from the residential area to the west of the site (5 movements during the peak).

5.4 Pupil drop-off location on Ynys y Coed would provide space for one vehicle to access the staff in attendance and waiting shelter. Although transport do not support the provision of drop-off/collection areas at schools (and nursery schools) there are separate guidelines (SPG) advising that provision is available for young children. In light of the advice it is accepted that a space can be provided. A concern would be the potential demand for the space. However, application of the TRICs model data of similar establishments illustrates that typically such an establishment generates 18 traffic movements (9 arriving and 9 departing) during the peak hour, equating to approximately one movement every 3 minutes.

5.5 There would need to be conditions attached to the acceptability of the application (relating to design of the drop-off bay and pedestrian facilities, a travel plan, highway re-instatement, cycle/scooter parking and maximum car parking provision). It would not be possible to designate Ynys Y Coed as a "School Street" due to the inclusion of the drop-off facility, so rather than a school street it is suggested that a TRo to prohibit loading on the Double Yellow Lines in Ynys y Coed would be the best solution. This would attract a £5,000 S106 cost.

5.6 *Pollution Control (Noise & Air):* I am satisfied that the proposal has designed out operational noise through its practices and the plans to build the outdoor covered area using an acoustically treated material. Ideally, information on this material could be submitted up front, but at this stage could be conditioned. (Other conditions are requested relating to kitchen extraction and noise assessment).

5.7 *Waste Strategy & Minimisation Officer:* The proposed storage area for waste and recycling has been noted and is acceptable.

6. **EXTERNAL CONSULTEES RESPONSES**

6.1 *Glamorgan Gwent Archaeological Trust:* Information in the Historic Environment Record shows no known buried archaeological features within the area of the proposal. The HER notes the house was built in c1890 and that it is a locally listed building. We note from the supporting documentation that the building has been significantly changed internally, with the loss of its features. Given the nature of the proposed development, it is our opinion that the proposals are not likely to encounter any archaeological deposits. Given our understanding of the current information, it is our opinion that there will not be a requirement for archaeological mitigation works. As the archaeological advisors to your Members, we therefore have no archaeological objection to this application.

6.2 *South Wales Police Design Out Crime Unit:* South Wales Police have expressed concerns about a number of issues:

1. No reference is made in the Design and Access statement about how Community Safety issues will be addressed.
2. There is no provision for drop off /parking on site.
3. The site will need to be secure at the front and rear to ensure the security and safety of the children.
4. The cycle provision will need to be housed in a secure lockable building to prevent theft.
5. Access control into this nursery is essential. The plans do not make it clear how this will work.
6. There is no mention of whether a CCTV system will be installed.
7. Clear Signage will be required to instruct visitors where to enter the building.
8. Additional traffic dropping off/ parking alongside the nursery could cause potential antisocial behaviour for the residents. Vehicles parked or stationary on the access road will effectively block accessing or exiting vehicles from the occupants of the residential properties within Ynys y Coed. The situation could result in conflicts between the residents and parents attending the nursery.
9. Careful consideration will need to be given to the safety of the children who will be attending the nursery. Drop off and parking will need to be managed by a clear management plan.

6.3 *Llandaff Conservation Group:* The Group would like it noted that we are supportive of the objections that have been placed by residents in connection with the over development of the site, the fact that within the Conservation Area appraisal review, buildings along Fairwater Road are now included, and it is noted as a high quality building. It is also proposed that an Article 4 Direction be served for this new area.

6.4 In response to the amendments to the plans, the Llandaff Conservation Group stated that "The Group continues to share many of the concerns expressed in the range of submissions and existing objections. The Group urges officials to pay close attention to the impact on the Conservation Area. In particular,

in the amended application, the traffic impact remains a significant concern near this junction that already experiences major congestion issues at peak periods when the Fairwater Road/Cardiff Road junction and lights become a problem. Operating a nursery setting in the midst of this will potentially make matters far worse. As already submitted by others the Group reiterates that, in the amended proposals, the front forecourt would provide space for only 5 staff parking spaces (same number as the previous proposal). Space has been provided for cars to turn around and leave the forecourt in forward gear. 5 spaces seems to be insufficient for 21 staff. The remainder will be forced to find parking spaces on the nearby streets which will be detrimental to the area. New drop off points are now shown in a lay-by off Ynys y Coed. However there are only 2 parking spaces compared to the 8 on the previous drawings. 2 spaces for 80 children (the Applicant has admitted this is the number he expects to be delivered by car) is grossly inadequate. When these spaces are occupied, where will other parents park?"

7. **REPRESENTATIONS**

- 7.1 The application has been advertised by neighbour notification. Objections from 10 individual households have been received along with objections from the Llandaff society and a petition of 94 signatures opposing the scheme. 119 people also gave their names on an on-line petition objecting to the application. The grounds for objection are summarised as follows:
1. The size and scale of the proposed development is inappropriate for a residential area.
 2. The development will damage or kill trees on the eastern boundary.
 3. The assessment of the demand for the facility is based on the needs of BBC staff but they will be moving to the city centre therefore this facility will not be a viable option for them.
 4. Poor quality of the proposed extension, which will devalue the quality of the main building.
 5. The external space available for the children will be small and immediately adjacent to residential properties, which will cause noise problems.
 6. The proposed timber fence on the boundary of the site running along Ynys y Coed will quickly show signs of wear and tear, unless regularly maintained and painted. A red brick wall would be preferable.
 7. No details are given of the location of the extractor fan for the nursery kitchen, which could have an adverse impact on the amenities of neighbouring residents.
 8. There is Japanese Knotweed on the site but no details are given of how this nuisance will be dealt with.
 9. Confirmation should be provided that waste bins are screened from view.
 10. Many people have not had a chance to comment on the application. People living close by were not consulted and the process of consultation was too quick, and took place over a festive period when there were many non-working days.
 11. There will be an increase in traffic and congestion in the local area, particularly at peak times.

12. There will not be enough parking on site for 28no staff.
13. The lack of short term parking for drop-off and collection of children will lead to significant congestion and unauthorized parking.
14. The extra traffic will increase harmful pollution levels.
15. There will be an increase in risk to pedestrian safety especially children walking to and from school.
16. The site is now within the Llandaff Conservation Area. Trenewydd is a locally listed building which makes a positive contribution to the character of the area. Any development in a conservation area needs to enhance its quality but this development would damage the environment.

7.2 Councillor Philippa Hill-John also objects to the application, as follows:
'Whilst I recognise the need to bring this property back to use I am writing to note my concerns and objections to the above proposed development for the following reasons.

The Conservation Area Appraisal

The CAA is currently under review and as part of this review incorporates said property. It is noted as 'remarkable example of locally listed building '. The size and scale of the development is inappropriate for a residential area. Within the proposals it is stated that the local area is a mixture of residential and retail property. This is not correct. There are no retail properties in the immediate vicinity. The closest retail building is 0.2 miles away. The scale of this proposal will have an unacceptably adverse impact upon residential amenity. The rear extension is an over-development for the size of the plot. There is also a proposal for flat roofing which will not enhance the conservation area within which this property now sits. There is no reference in the design statement in connection to the CAA.

Tree Survey

I would like confirmation that none of the existing trees along the Eastern wall on Maynard Court have a TPO on them by Cardiff Council officers. The plans show the extension is up to the trunks of trees T5, T6 and T7. The root protection areas are planned to be built on. T5 is an 18m Sycamore (category B tree), concern over damage to its roots and the ongoing preservation of said trees.

Highway safety

I would like to suggest that it would be appropriate for a full traffic survey be completed in light of the proposed impact of the additional cars arriving to the site – which will not provide any parking - during peak commuter times. With the additional staffing levels that would require up to 28 parking spaces in an already highly pressurised parking area. What solution has been given to accommodate staff parking ? I echo a local residents concern made in relation to the following:

Within the Cardiff Council Childcare Facilities Supplementary Planning Guidance document (1) it is stated that "*childcare facilities can generate considerable demand for short stay parking, especially during peak periods.*

Proposals which would encourage short stay parking in inappropriate areas, such as near junctions, pedestrian crossings and bus stops etc. are unlikely to be acceptable”.

The design proposals for the nursery will encourage parking near the already very busy junction between Fairwater Road and Cardiff Road, the junction between Ynys y Coed and Fairwater Road, the junction between The Avenue and Fairwater Road and the junction between Maynard Court and Fairwater Road. All of these areas are painted with double yellow lines. There is a busy zebra crossing immediately in front of Trenewydd and the proposals will encourage dangerous short term parking on or near this crossing. There is also a bus stop in front of 7 Fairwater Road. The development will encourage short term parking on this stop.

There is very limited reference in the design statement as to how this matter will be addressed and what they propose will cause safety issues within the surrounding areas.

There has also been an ongoing issue in Ynys y Coed , a narrow cul-de-sac with a pinch point to the Western side of Trenewydd that does not allow two cars to pass each other. Parking on the pavement along this part of the road will block access to the 6 houses on Ynys y Coed. The extra traffic generated will have a great impact on the residents of Ynys y Coed. There are 4 families with young children who play in the cul-de-sac and walk to and from school the extra vehicles will be dangerous. Access to the cul-de-sac for residents at peak times will be hugely affected by the development.

Again it has been noted in another objection about the air pollution which we are working with the council to look at monitoring in this area and along Cardiff Road.

This proposal alongside the ongoing development of the sites along Llantrisant road will further exacerbate the problem of increased air pollution. As already stated :

The Cardiff Council “school street pilot scheme”(2) recognises this: *“Roads around school gates are often dominated by cars – many causing a danger to children and contributing to harmful pollution levels in the area” (2).*

This development will also require access for emergency vehicles, for food and equipment delivery and for waste collection vehicles. Access to the property for these vehicles is not included in the plans.

Accessibility statement.

It is incorrect for the developers to say that the nursery is highly accessible by public transport and other sustainable means of transport. The only bus that runs along Fairwater Road is the number 66 that runs once an hour. The first bus does not arrive until after 9.30am on a weekday morning. Fairwater and Llandaff train stations are mentioned as being in walking distance of the nursery. Llandaff station is 1.2 miles from the nursery and a 27 minute walk each way. Fairwater station is a 15 minute walk each way and is infrequently

served by trains. The use of public transport is not a practical option for parents with babies and children attending the nursery. There is no dedicated safe cycle route to the nursery. Therefore the mode of transport to the site will be by car. In order to achieve the 50:50 modal split we as a council should be encouraging all new developments to provide facilities for staff to use alternative modes of transport. This has not been planned into the design. Should this application be approved it would be a concern as to where all the contractors vehicles were to park safely without causing parking pressure on the surrounding area.

- 7.3 In response to amendments to the original plans, Councillor Philippa Hill-John submitted the following additional comments:

“I would also like it noted that as quoted by the head of planning James Clemence ‘the building is afforded heritage consideration through its locally listed status..... it is also very clearly in the extended area for designation’. This is a valid material consideration with some weight given that the consultation process for the Conservation Area Appraisal has been completed and no opposition has been raised.

Highway safety T1, T5, T6, T7 C6

The developer anticipates that the drop off time will be 3 minutes, with 8 car parking spaces. With the BBC closing and the conversion of this site along with the continuing development along Llantrisant road and at Rookwood hospital site will only further add to the traffic density and safety issue. It will compound what has already been reported as an issue in Ynys Y Coed. To date I am not aware as to whether a full traffic survey has been conducted and would still request this is a requirement prior to approval.

EN13 Air pollution

Development will not be permitted where it will cause or result in unacceptable harm to health, local amenity etc.

In summary, I do not feel valid issues raised by residents have been noted or responded to, to this end I would recommend that this application is refused.”

- 7.4 Councillor Philippa Hill-John has also commented on the latest amendments, received in November 2020, as follows:

“I regret that my objections to the proposed application still remain. The concerns regarding the amendments have been cited in objections already received and are re-stated below.

The limits placed on parking will add to the congestion on the main road and be of considerable highway safety and I would like reassurance that the police advice has been sought and a full assessment of the safety of this site has been conducted.

The amendments proposed to the forecourt and turning bay are insufficient to deal with the transport implications of a nursery of this size on such a constrained site. Moreover it has no frontage parking, being located opposite a zebra crossing, and is very close to a busy junction where 2 single carriageway radial routes - leading from major new development areas -

merge.

The changes made to the forecourt to accommodate parents and children walking in are welcome, but to provide only 3 parking spaces on site for 28 staff, and none for parents, is totally unacceptable. The single dropping off/picking up bay for parents is located at the entrance to a private road (Ynys y Coed). It would inevitably lead to queues forming along Fairwater Road in both directions and to an increased risk of accidents involving pedestrians, cyclists and motorists or all three.”

8. **ANALYSIS**

- 8.1 The application site is within a residential area and there are no land use policy objections to the principle of providing a day care nursery in this location: the Supplementary Planning Guidance “Childcare Facilities” (para. 5.8) advises that *“Applications for childcare facilities often propose the change of use of existing dwellings, particularly larger traditional properties near employment areas, shopping centres and schools. Childcare facilities serve an important community function. They are a community use which is considered appropriate and necessary, in principle, within residential areas, subject to considerations of scale and impact upon residential amenity. Within residential areas, childcare facilities would be considered acceptable where they:*
- *Would not have an unacceptable adverse impact upon residential amenity;*
 - *Can provide satisfactory arrangements for access and parking provision;*
 - *Provide satisfactory arrangements for signage and window displays.”*
- 8.2 Paragraph 5.9 of the SPG states that *“ In determining whether a proposal in a residential area is likely to have an unacceptable adverse impact upon residential amenity, the following factors will be considered:*
- *The type of property – most suitable would be existing non-residential properties, detached dwellings, pairs of semi-detached dwellings, or a semi-detached dwelling adjoining an existing commercial property;*
 - *The characteristics of the area – consideration would be given to the residential character of the area and the type and number of other non-residential uses in existence in the street;*
 - *The adequacy of access by means of transport other than private car and the likelihood of generating traffic and demand for parking;*
 - *The likelihood of generating noise, disturbance, smells etc;*
 - *The numbers of children to be cared for and the number of staff;*
 - *The proposed hours of operation;*
 - *The location and proximity of outside play areas in relation to nearby residential accommodation.”*
- 8.3 In this context, the type of property (a large, detached building formerly used as offices) is considered appropriate as is the location (within a residential area, only around 200m from the Llandaff High Street local shopping centre and 350m from Llandaff Primary School).
- 8.4 With regard to the characteristics of the area, the property now falls within the

recently-extended Llandaff Conservation Area and therefore the impact of the development on the character and appearance of the Conservation Area must be taken into consideration. Trenewydd is also 'locally listed' as a fine late C19th arts and crafts inspired detached house, dated 1890, and is part of the wider late C19 development of Llandaff and one of the earlier developments fronting onto Fairwater Road. However, the house has largely been gutted internally. Some detailing survives, such as the staircase, a fireplace on the upper floor and some fittings/detail around the main entrance, but it is largely a shell. Cadw considered the building for spot listing in September 2018, however they concluded that internally it was too heavily modified and externally it lacked the flair that the best houses of this period demonstrate and was therefore not considered to be among the best examples of its type.

- 8.5 In terms of the impact of the extensions on the character and appearance of the locally listed building and Conservation Area, the addition of the side extension would lower the eaves to ground floor level as a 'catslide' roof and would feature two appropriately scaled and detailed dormer windows and three small rooflights that would not be visible from any prominent position. The existing elevation is not easily appreciated from public viewpoints and the addition is considered to be sympathetic in scale, form and detailing. As such it would preserve the special local interest of the building and the character and appearance of the Conservation Area.
- 8.6 The rear extension is not sympathetic with the character of the house in terms of form, taking a contemporary, utilitarian, flat roof approach that will contrast with the steeply pitched roofs and historic detailing which characterise the house and the wider area. However, an extant permission (15/03160) – which could still be implemented - for *“single storey rear extension including creation of basement area with swimming pool; raised garden terrace; proposed double garage to the front with single storey link extension to the side of the main property; other alterations including window alterations and creation of juliet balcony in the first floor rear elevation and new boundary wall”* was approved in 2016, which features a ground floor element across a larger section of the rear elevation, together with a semi-basement swimming pool/gym. The current proposal is for an extension that is more limited in footprint within the south eastern corner of the site. When compared to the approved rear extension, the height is slightly greater across the overall footprint; however, in consideration of its position and height within the site and in relation to the existing building, the relative lack of prominent views towards this part of the building and the extant permitted scheme, on balance it is considered to be an acceptable addition that would preserve the interest and setting of the locally listed building and the character and appearance of the Conservation Area. Bringing a large, vulnerable, historic building back into sustainable use is also considered to weigh significantly in favour of the proposals.
- 8.7 Initially there were concerns that the character of the area could be adversely affected by the loss of, or significant harm to, a protected tree close to the eastern boundary of the site caused by the construction of the side extension. However, these concerns were overcome by amendments to the

proposals which reduced the footprint of the extension to avoid the root protection area of the tree, and it is now concluded that unacceptable harm will not result to trees of amenity value (subject to the approval of full tree protection details via a planning condition).

- 8.8 The Fairwater Road frontage is particularly stark as a consequence of the lack of soft landscaping and would benefit considerably from the creation of soft landscape beds, therefore, to improve the appearance of the area (particularly since its inclusion within the Llandaff Conservation Area) and to compensate for the potential loss/sealing of vegetated soils as a result of the development, and to enhance biodiversity, a landscaping scheme should be required via a planning condition should the application be approved.
- 8.9 A major concern with regard to this application is the adequacy of access by means of transport other than the private car and the likelihood of generating traffic and demand for parking. Traffic and parking concerns form the majority of the objections that have been received, and consideration of the application has been delayed as a result of discussions with the developer regarding amendments designed to overcome such concerns.
- 8.10 The Transportation officer had a number of objections to the original plans, which showed 8 drop-off spaces at the front of the building and 5 staff parking spaces adjacent to Ynys Y Coed at the rear: insufficient information had been provided regarding traffic generation figures or the adequacy of the double junction with Ynys y Coed and Fairwater Road, no details of the existing ramped access were included, tracking movement diagrams were needed illustrating how vehicles would make the reversing and turning movement whilst accommodating the pedestrians/cyclists on site, there was no dedicated pedestrian/cyclist access point or routes through the site, the cycle store and buggy store were both located to the rear of the car park (drop-off area) requiring all users to walk across the car parking area to access either store, the pedestrian access to the main entrance appeared to use the same access as the vehicles and therefore the potential for conflict between pedestrians / cyclists and cars appeared to be increased and there did not appear to be a significant area for vehicles to manoeuvre at the front of the proposed establishment. Also, whilst the 5 staff parking spaces accorded with the maximum car parking specification in the current SPG, the provision of 8 drop-off spaces was considered excessive (drop-off spaces would encourage the use of cars to access the nursery). Given that the drop-off entrance would have been close to the Fairwater Road/Ynys Y Coed junction, there were also concerns that vehicles accessing the drop-off car park may queue back through the junction onto Fairwater Road. The proposed drop-off car park required all vehicles to reverse out of the parking bays across the neighbouring bays, which in itself was likely to lead to delay and additional traffic movement within the school main entrance area.
- 8.11 Following discussions between the Transportation officer and the applicant's transport consultant, amended plans were submitted which relocated the drop-off spaces to the rear of the site and reduced the number of these spaces to two. However, concerns still remained with regard to the potential

for conflict between pedestrians/cyclists and cars and whether there was adequate space for vehicles to manoeuvre at the front of the proposed establishment. The vehicle tracking provided appeared to confirm this concern. There was also concern that a nursery of this size would typically generate 30 traffic movements during the morning peak of activity (8am to 9am) - there would typically be 16 vehicles arriving and 14 vehicles departing - but no attempt had been made to estimate the adequacy of the proposed drop-off spaces in conjunction with the potential traffic impact on Ynys y Coed. There were concerns that any vehicles accessing the drop-off spaces may queue on Ynys y Coed because each vehicle would need to use the existing turning head to reverse and turn around to leave.

- 8.12 Further amendments were obtained, which reduced the maximum number of children that would attend the nursery from 100 to 60, reduced the number of staff parking spaces at the front of the site to three, included vehicle tracking information which showed that there was adequate space to accommodate these spaces safely, provided separate pedestrian access, reduced the drop-off facility at the rear to one space and rearranged this area so that vehicles would not have to use the turning head at the end of Ynys Y Coed, and provided a shelter for staff and children waiting at the drop-off area.
- 8.13 The amendments are considered to have overcome concerns regarding traffic generation, parking and highway safety, subject to conditions relating to the maximum number of children permitted at the nursery, opening hours, design of the drop-off bay, production of a Travel Plan, highway improvement/reinstatement works, staff parking spaces and cycle/scooter spaces and the imposition of a Traffic Regulation Order prohibiting loading (i.e. dropping-off / picking up children) on Ynys Y Coed. The Transportation officer's observations on the final amended plans are set out in paragraphs 5.1 to 5.5 of this report.
- 8.14 In response to the concerns and objections received, which are summarised at section 7 of this report:
1. The size of the extensions to the building is considered acceptable and will have a lower impact than the previously approved scheme. The site is not within a typical residential area as it fronts onto a relatively busy highway rather than a quiet residential street, with the former Rookwood Hospital site only 50m to the west and the junction with the A4119 70m to the east. The building itself was formerly offices for the Local Health Board. The 'Childcare Facilities' SPG advises that *'Childcare facilities serve an important community function. They are a community use which is considered appropriate and necessary, in principle, within residential areas, subject to considerations of scale and impact upon residential amenity.'* The impact on residential amenity will be addressed later in this analysis.
 2. This issue has been resolved by reducing the size of the side extension. The Tree Preservation Officer has no objections to the proposals.
 3. The applicant's assessment of demand for the facility is not based

solely on the closure of the BBC nursery: they also state that: *'Over the recent months there has been more of a demand for childcare places for three to four year olds within the nurseries due to the introduction of the government-funded Childcare Offer initiative. We envisage that the demand for childcare within this age range will continue as the initiative is rolled out through Cardiff with a full roll out in Wales planned from September 2020.'* There was in any case no need for the applicant to prove there is a need for the nursery before applying for planning permission.

4. The main building is not statutorily listed but is on a local list of buildings of merit, and is now within a conservation area. These factors have been taken into consideration in assessing these proposals and the Council's conservation officer has no objections to the proposals, which were amended to ensure that the extension will be faced in brick to match the existing building. The issue of the impact on the character and appearance of the building and the conservation area is discussed above at paragraphs 8.4 to 8.6.
5. Whilst the outdoor space for the children will be adjacent to the boundary with no. 1 Ynys Y Coed, it is not considered that noise disturbance will cause a nuisance to residents. The Pollution Control (Noise) officer raises no objections, subject to approval of details of the acoustic treatment of the outdoor shelter (which is the part of the play area abutting the boundary). It should also be noted that not all the children would be outside at the same time and that, given the hours of operation of the facility, there will be no noise at unsociable hours or at weekends.
6. This would be true of all boundary fences. It cannot be assumed that the owner will not maintain the fence in good order. It would not be in the interests of the public image of the business to allow the appearance of its boundaries to deteriorate.
7. Details of this will be required to be approved before any hot food is cooked in the premises.(see condition 11).
8. This is not a planning issue. It is the owner's responsibility to ensure that any Japanese Knotweed on the site is treated in accordance with the relevant legislation.
9. The bins will not be visible as they will be stored within an existing red brick enclosure at the front of the building. The Waste Strategy & Minimisation Officer has confirmed that this is acceptable.
10. The planning application was advertised in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended): letters were sent to the addresses of all properties that would be immediately affected by the development giving 21 days for responses to be submitted and all amendments to the proposals were publicised, giving interested parties additional opportunities to submit comments. The number of comments received suggests that the publicity was effective.
11. This issue is addressed above. Available data suggests that there will be no significant increase in trip generation as a result of this development and the Transportation officer has no objections on these grounds.

12. The number of staff parking spaces accords with the requirements of the adopted SPG 'Managing Transportation Impacts' and the Transportation officer has no objections on these grounds.
13. Considerable effort has been put in to finding an acceptable solution to the need for short term parking for this development. The facility now proposed is considered by the Transportation Officer to be acceptable. This issue is discussed in more detail above.
14. Available data does not point to a significant increase in traffic, and any increase will not be so large as to create any discernible increase in pollution levels. The Pollution Control officer has raised no concerns in this respect.
15. Transportation officers have not identified any increased risk to pedestrians. There will be no excessive increase in traffic, no new access points for vehicles and no changes to the existing highway. There are existing waiting restrictions (double yellow lines) in the vicinity of the application site which prohibit parking 24 hours a day and there is a zebra crossing in front of the site, which will remain. The Transportation officer considers that there are adequate footways and pedestrian facilities adjacent to the proposed site.
16. It is considered that the development will have a positive impact on the character and appearance of the conservation area by enabling the retention of an attractive building and ensuring its future maintenance with minimal alterations. The property has been left in a very poor condition and has been unoccupied for around 7 years. A nursery use will provide the opportunity to fully restore the property whilst retaining existing key features, existing fenestration and the majority of the original floor layouts and staircases. This proposal represents an improvement on the extant permission granted in 2016 for residential conversion, which included a less appropriate rear extension as well as a new garage on the site frontage and other alterations including a side extension which would impinge on the root protection area of trees.

8.15 In response to the main points of objection submitted by Councillor Philippa Hill-John:

- Issues relating to the conservation area and Conservation Area Appraisal are addressed earlier in this report.
- One tree along the eastern side is protected by a Tree Preservation Order and the others now enjoy the protection afforded to trees in conservation areas. The issue of potential harm to trees in this location has been resolved by redesigning the side extension.
- It is not necessary, or currently practical, to carry out a full traffic survey. Existing data, including information on typical vehicle movements associated with a nursery of this size, have been used to assess the impact of the proposals. This issue is discussed in detail earlier in this report. Staff parking, also discussed above, is in accordance with the Council's adopted standards and there are measures in place (such as double yellow lines) which will prevent short stay parking in inappropriate places – any parking in such areas would be illegal and can be enforced against. It cannot be assumed that people will commit road traffic offences in this location: this would not constitute reasonable grounds for refusal of

the application.

- A new TRO, paid for by the applicant, will prohibit vehicles from stopping on this road and parking on the pavement is illegal.
- The existing data suggests that there will be 18 movements during the peak hour, along with the background traffic generated from the residential area to the west of the site (5 movements during the peak). This is not excessive and will not lead to a significant impact on the residents of Ynys Y Coed. The previous use as offices, which included a large car park accessed via Ynys Y Coed, would also have generated traffic in this location at peak hours.
- Children are unlikely to be playing in the cul-de-sac at peak traffic times. Also, Ynys Y Coed is an adopted highway, which is not a suitable location for outdoor play.
- The issue of air pollution is discussed earlier in this report.
- The previous use would also have required access for service vehicles. This will not be a frequent requirement and the existing arrangements are considered acceptable. Service/emergency vehicles will be able to utilise the existing access to the parking area at the front of the site.
- There are options for staff and parents to use sustainable methods of transport. There are several bus stops within approximately 200m of the site, on Cardiff Road as well as Fairwater Road, and there is an off-road cycle track along Fairwater Road. Fairwater railway station is less than 1km away (around 0.5 miles) and there are safe pedestrian facilities in the area. The applicant will also be required to produce a Travel Plan, setting out how sustainable transport modes will be encouraged.
- At present there is a large off-road parking area at the rear of the building and it is assumed that, until this area is developed as the garden and outdoor space for the nursery, contractors' vehicles would be able to park there.
- The advice of South Wales Police has been sought and their observations are given in section 6 of this report. With regard to traffic and road safety, they had initial concerns regarding parked or stationary vehicles on Ynys Y Coed which could result in conflicts between the residents and parents attending the nursery and requested that, in the interests of safety, drop off and parking should be managed by a clear management plan. They were re-consulted on the amended plans but did not provide any comments. Their concerns have been taken into consideration in the amendments that have been made and in the requirement for a Travel Plan.

8.16 In conclusion, there are no land use policy objections to the principle of providing a nursery in this residential setting; the development will provide an important community use and will have a minimal impact on residential amenity; the proposal represents a realistic opportunity to prevent the further deterioration of an important locally listed building and there will be no unacceptable negative impact on the character or appearance of the Llandaff Conservation Area; existing trees will be protected and new planting will be secured; and, following extensive discussions between the Council's Transportation officer and the applicant's transport consultant, concerns regarding the possible impact of additional traffic and parking demand are considered to have been overcome by the submission of acceptable amended

plans and a significant reduction in the number of children attending the nursery. There are no reasonable grounds for refusal of the application and approval is recommended, subject to the conditions and S106 obligation detailed 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 *Environment (Wales) Act 2016*

The Environment (Wales) Act 2016 imposes a duty on the Local Authority to seek to maintain and enhance biodiversity in the proper exercise of its functions. and in doing so to promote the resilience of ecosystems. It is considered that the proposed development does not have any significant implications for, or effect on, biodiversity.

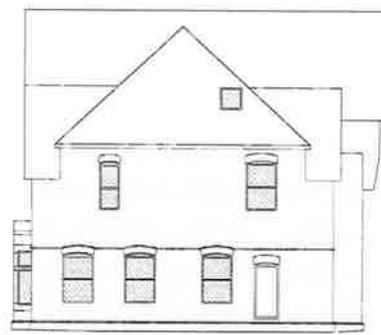
9.4 *Well-being of Future Generations (Wales) Act 2015*

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 WCFG Act), has been considered and account has been taken of the ways of working set out at section 5 of the WCFG 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 WCFG Act.

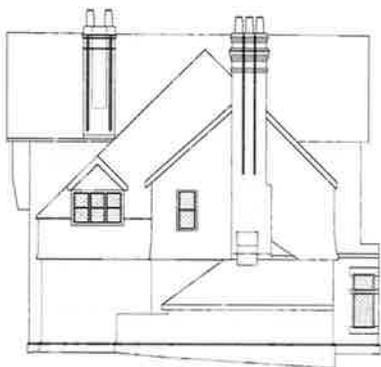




EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION



EXISTING SIDE ELEVATION



EXISTING REAR ELEVATION

REV	DATE	REVISION DETAILS	BY
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SETTING OUT TO BE CHECKED ON SITE WITH THE PROJECT SUPERVISOR. ALL DIMENSIONS TO BE CHECKED ON SITE BY THE GENERAL CONTRACTOR (S) AND TO BE REPORTED IMMEDIATELY TO THE PROJECT SUPERVISOR.

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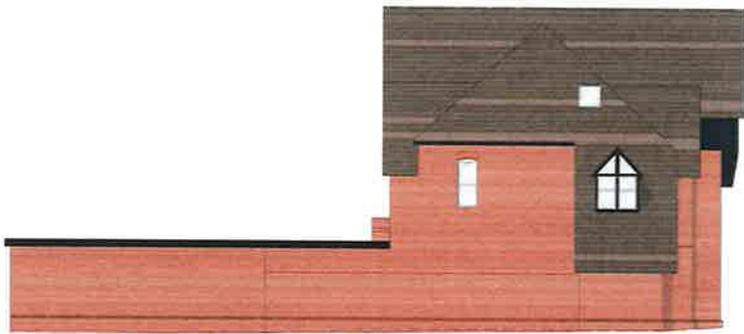
CLIENT
Mr Peter Reynolds

JOB TITLE
**Trenewydd
Fairwater Road
Llandaff, Cardiff**

DRAWING TITLE
Existing Elevations

SCALE 1:100 @ A1 1:200 @ A2	DRAWN BY EB	CHECKED BY IJ
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NUMBER 19-1795-02	REVISION	DATE OCT '19
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SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION



FRONT ELEVATION

A 22-04-20 Elevations updated

REV	DATE	REVISION DETAILS	BY
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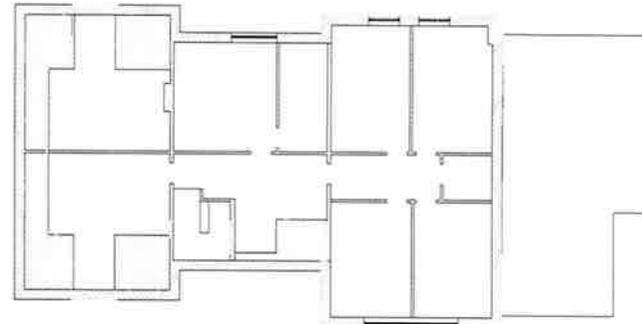
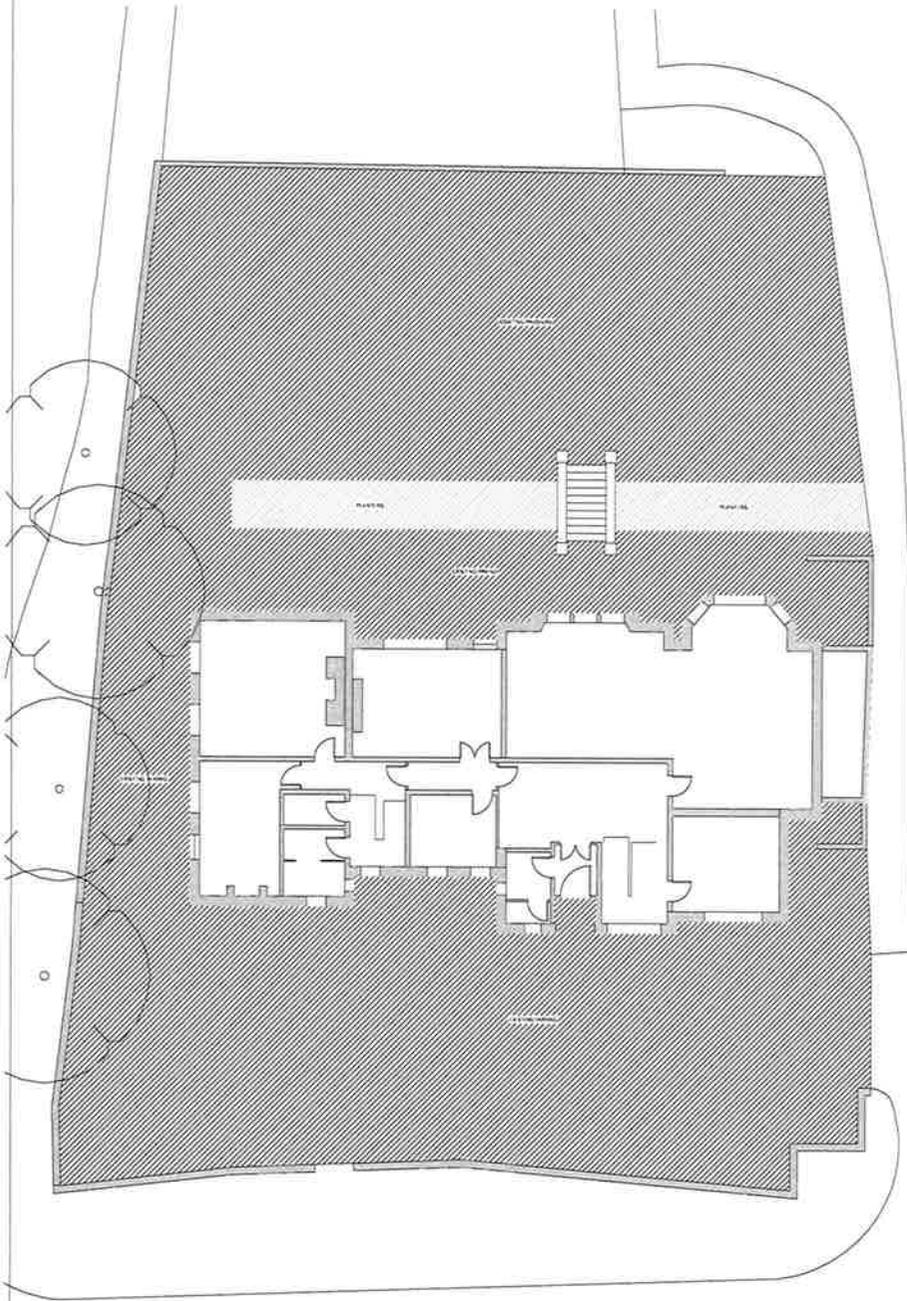
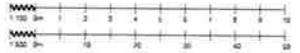
CLIENT
Mr Peter Reynolds

JOB TITLE
Trenwydd
Fairwater Road
Llandaff, Cardiff

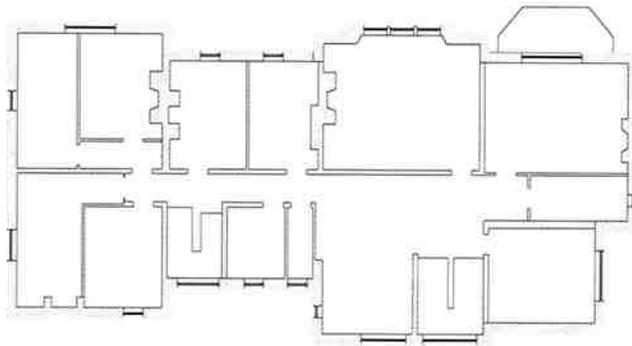
DRAWING TITLE
Proposed Elevations

SCALE 1:100 @ A1 1:200 @ A2	DRAWN BY EB	CHECKED BY IJ
NUMBER 19-1795-07	REVISION A	DATE OCT '19

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SECOND FLOOR PLAN



FIRST FLOOR PLAN

A 29.05.20 Existing external landscaping added

REV	DATE	REVISION DETAILS	BY
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MITCHELL EVANS
ARCHITECTS

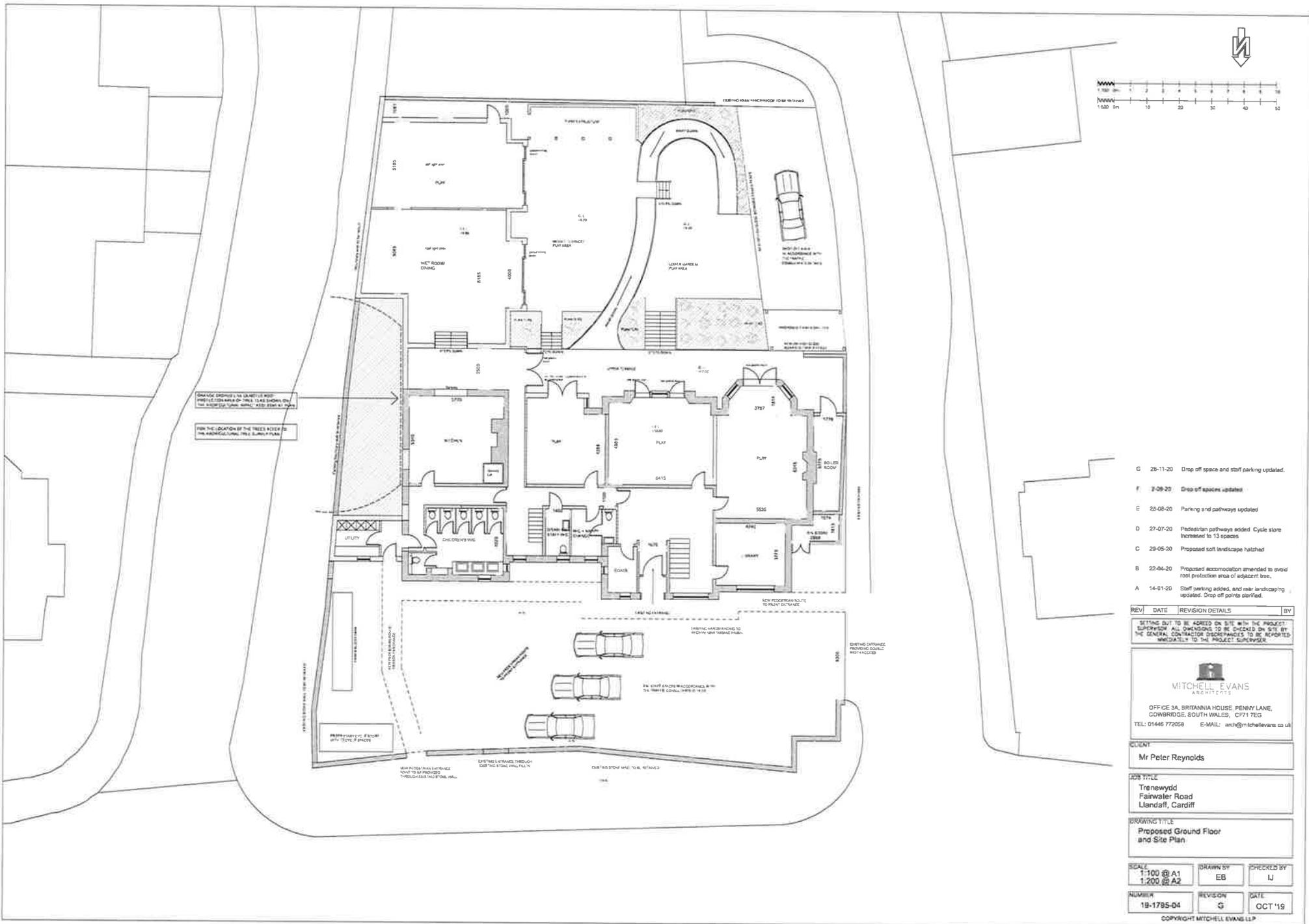
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Fairwater Road
Llandaff, Cardiff

DRAWING TITLE
Existing Plans

SCALE 1:100 @ A1 1:200 @ A2	DRAWN BY EB	CHECKED BY IJ
NUMBER 19-1795-01	REVISION A	DATE OCT '19



- G 26-11-20 Drop off space and staff parking updated.
- F 2-09-20 Drop off spaces updated
- E 26-08-20 Parking and pathways updated
- D 27-07-20 Pedestrian pathways added Cycle store increased to 13 spaces
- C 29-05-20 Proposed soft landscape hatched
- B 22-04-20 Proposed accommodation amended to avoid root protection area of adjacent tree.
- A 14-01-20 Staff parking added, and rear landscaping updated. Drop off points clarified.

REV	DATE	REVISION DETAILS	BY
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SETTING OUT TO BE AGREED ON SITE WITH THE PROJECT SUPERVISOR. ALL DIMENSIONS TO BE CHECKED ON SITE BY THE GENERAL CONTRACTOR. DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE PROJECT SUPERVISOR.


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JOB TITLE
Trenwydd
Fairwater Road
Llandaff, Cardiff

DRAWING TITLE
Proposed Ground Floor
and Site Plan

SCALE	DRAWN BY	CHECKED BY
1:100 @ A1 1:200 @ A2	EB	IJ

NUMBER	REVISION	DATE
19-1795-04	G	OCT '19