

**LAND AT THE FORMER WASTE TRANSFER CENTRE AT WAUN
GRON PARK, CARDIFF, CF5 2JL**

**FULL PLANNING APPLICATION FOR A MIXED USE
HOUSING DEVELOPMENT COMPRISING 44 no. 1 AND 2
BEDROOM APARTMENTS, OFFICE AND COMMERCIAL
SPACES, ALONG WITH THE PROVISION OF A NEW
HIGHWAY TO ACCOMMODATE A BUS INTERCHANGE,
IMPROVED CYCLE AND PEDESTRIAN ACCESS AND
ASSOCIATED WORKS.**

PLANNING STATEMENT

MAY 2021



Geraint John Planning

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EXECUTIVE SUMMARY

This Planning Statement outlines that, on the basis of and informed by a comprehensive review of both the policy and physical context of the application site. The site is considered to be suitable for development and the proposals should be viewed favourably for the following reasons:

- The site is suitable and available for development, the proposed development would utilise a vacant and derelict Brownfield site, bringing it back into beneficial use;
- The site is located within the settlement limits for Cardiff;
- It is considered that the principle of the proposal is acceptable, as has been confirmed through dialogue with the Authority during the pre-application process;
- PPW sets out a presumption in favour of sustainable development and outlines a presumption in favour of proposals in accordance with the key principles and key policy objectives of sustainable development in the planning system;
- The proposal would provide much needed housing of this kind and would make a significant contribution to the regeneration initiatives of Cardiff Council;
- The proposals for the site have been considered appropriate in relation to the surrounding development and the location of it within the urban area of the site in terms of the scale, appearance and density;
- The site is not subject to any unresolvable technical, ecological, archaeological/heritage, flood risk and drainage, or other environmental constraints; and
- The proposal comprises high environmental building standards with very low carbon footprint, a new strategic bus interchange for the city with facilities for pedestrians and cyclists – a hub for sustainable and active travel.

Having regard to the above key considerations, it is considered that the proposed development is fundamentally sound in principle and represents an appropriate and sustainable scheme, which makes effective use of a sustainably located site which is available for development. This, coupled with the lack of any technical constraint, and the proposed land use on a deliverable site, provides considerable support and justification for the scheme proposals.

1.0 INTRODUCTION

1.1 This Planning Statement has been prepared in support of a Full planning application, submitted on behalf of Cardiff Council for the following development proposal:

"Full planning application for a mixed use housing development comprising 44 no. 1 and 2 bedroom apartments, Office and Commercial Spaces, along with the provision of a new highway to accommodate a Bus Interchange, improved cycle and pedestrian access and associated works".

Documents Submitted in Support of the Application

1.2 The following documents have been prepared in support of the Full Planning Application.

- Planning Application Form;
- Design and Access Statement (prepared by Powell Dobson);
- PAC Report (prepared by GJP);
- Ecology (prepared by Pure Ecology);
- Tree Survey and Constraints Plan (prepared by Treescene);
- Supplementary Controlled Waters Risk Assessment (prepared by Earth Science Partnership document ref. 6272b.04.3151);
- Plans and Drawing for the Bus Interchange (prepared by Lime Transport);
 - Proposed Interchange (drawing ref. 20051.OS.109.01);
 - Swept Path Analysis (drawing ref. 20051.OS.109.02);
 - Swept Path Analysis (drawing ref. 20051.OS.109.03);
 - Swept Path Analysis (drawing ref. 20051.OS.109.04);
 - Swept Path Analysis (drawing ref. 20051.OS.109.05);
 - Swept Path Analysis (drawing ref. 20051.OS.109.06);
 - Swept Path Analysis (drawing ref. 20051.OS.109.07);
- Transport Assessment (prepared by Lime Transport);
- Parking Beat Survey 06.05.2021 (prepared by Lime Transport);
- Drainage Assessment, Plans and Drawings (prepared by Curtains);
 - Proposed Drainage Layout (drawing ref. DR C 92001 P03)
 - Drainage Statement (ref. 075716-CUR-00-XX-RP-D-00001-V01_Drainage Statement)
- Noise and Vibrations Impact Assessment (prepared by Wardell Armstrong);
- Air Quality Impact Assessment (prepared by Wardell Armstrong);
- Landscaping Drawings (prepared by the Urbanists);
 - 1889-Urb-Xx-Xx-Dr-La-Ga-006-Landscape - General Arrangement
 - 1889-Urb-Xx-Xx-Dr-La-Ga-016 Landscape General Arrangement -Terrace
 - 1889-Urb-Xx-Xx-Dr-La-Ga-017 Tree Pit in Soft Landscape and Integrated with Suds
 - 1889-Urb-Xx-Xx-Dr-La-Ga-020 Typical Green Wall Detail
 - 1889-Urb-Xx-Xx-Dr-La-Ga-021 Typical Tree Pit Detail in Raised Planter
 - 1889-Urb-Xx-Xx-Dr-La-Ga-201-Landscape - Soft Works
 - Ug1889-Outline Specification
 - Waungron Landscape Input (DAS)
- Plans, Drawings and Elevations (prepared by Powell Dobson):
 - Site Location Plan (ref. 19127(05)100);
 - Site Layout Plan (ref. 19127(05)101C);
 - Proposed Ground Floor Plan (ref. 19127(05)102C);
 - Proposed First Floor Plan (ref. 19127(05)103B);
 - Proposed Second Floor Plan (ref. 19127(05)104B);
 - Proposed Third Floor Plan (ref. 19127(05)105B);

- Proposed Fourth Floor Plan (ref. 19127(05)106B);
- Proposed Fifth Floor Plan (ref. 19127(05)107B);
- Proposed Sixth Floor Plan (ref. 19127(05)108B);
- Proposed Roof Plan (ref. 19127(05) 114;
- Proposed Elevations (ref. 19127(05)109B);
- Bike Store Plans and Elevations (ref. 19127(05)111);
- Proposed Street Elevations – Coloured (ref. 19127(05)112A);
- Proposed Site Sections (ref. 19127(05)113A); and
- PDA 19127 Waungron Road Schedule – Revision E.

Purpose and Structure of this Statement

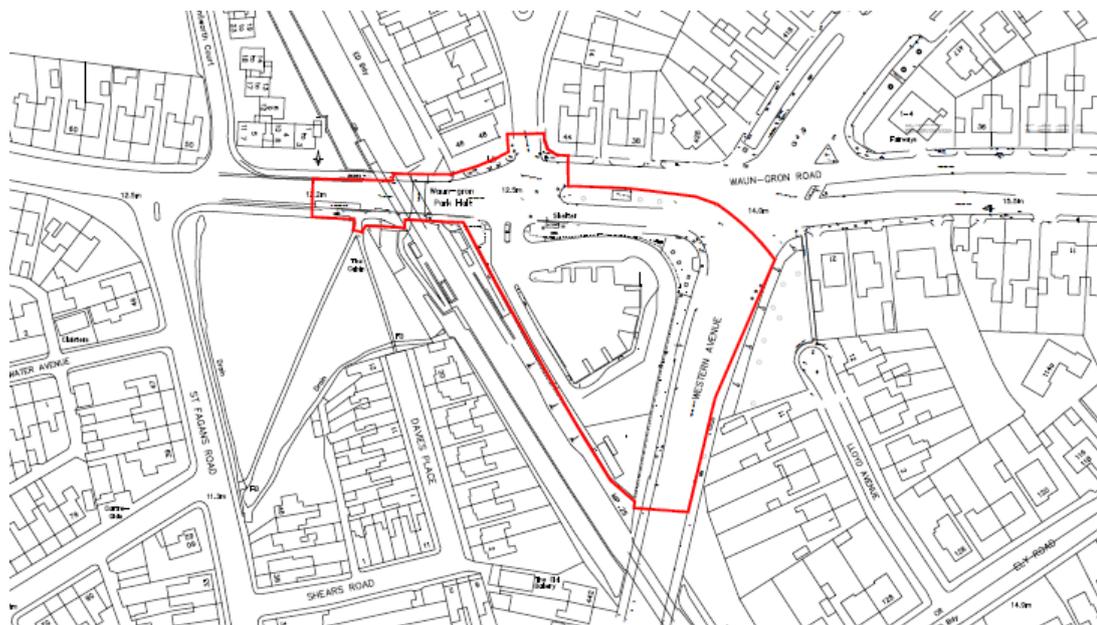
1.3 This Planning Statement outlines the context within which the application is made, and provides a detailed examination of the main planning considerations raised by the proposals, together with reasoned justification in support of the proposed development.

- **Section 2** provides a description of the characteristics of the site and surroundings;
- **Section 3** provides details of the development proposals;
- **Section 4** outlines the relevant planning policy framework in relation to the site and the development;
- **Section 5** outlines the response from Design Commission for Wales;
- **Section 6** outlines the response from the Pre application enquiry;
- **Section 7** analyses the key planning considerations arising from the proposed development (in light of the planning policy context); and
- **Section 8** sets out our conclusions.

2.0 SITE AND SURROUNDINGS

The Site

- 2.1 The site is located west of Cardiff City Centre (approx. 3.5km from the city centre). Currently, the site comprises a triangular shape parcel of brownfield land situated within the Community Ward of Llandaff, albeit on the boundary of Fairwater.
- 2.2 An extract of the site location plan is provided below:



Extract of Red Line Plan



Proposed Site Layout

- 2.3 The former use of the site was a Waste Transfer Depot (Household Waste and Recycling Centre) however, the site has been vacant and unused since approximately 2014. The site

comprises approximately 0.9 acres (0.3 ha). There is a hedge and a few trees fronting Western Avenue. The approximate boundary of the proposed developable area is provided below:



Aerial view of the site and approximate boundary of developable area

- 2.4 Waungron Road (B4488) runs along the northern boundary of the site comprising a double carriage way providing direct links to Cardiff Centre heading east via Cathedral Road (east) and St Fagans heading west via St Fagans Road.
- 2.5 Western Avenue (A48) borders the eastern boundary of the site. This A road provides links to wider areas of North Cardiff including; Mynachdy, Heath and Pentwyn. Additionally, the A48 provides easy access to wider areas south of the site including; Leckwith, Penarth and Culverhouse Cross.
- 2.6 As the area is predominately built up residential, both roads adjoining the site (B4488 and A48) have a speed limit of 30mph.
- 2.7 A rail line adjoins the western boundary of the site with Waun-gron Park sited along the north-western corner of the site on the opposite side of the rail line.



Site Context Aerial – Approximate Site Outline of Developable Area

- 2.8 The site is some 4270 sqm in area and is triangular in shape. The site is bordered by Western Avenue (A48) on the eastern side, Waungron Road (B4488) on the northern side and a railway line connecting Cardiff to Radyr and Waun Gron railway station on the western side. The railway station is elevated above the level of the site.
- 2.9 The site is surrounded by residential properties comprising an array of dwellings including, detached, semidetached and terraced. The site is within proximity to Waun-gron Park which provides open green space for residents of Llandaff and Fairwater.



View of the site looking south from Western Avenue and Waungron Road

Access

- 2.10 The principal access is via Waungron Road for pedestrian and vehicle users albeit the site is currently closed off from public access. The image overleaf shows the access via Waungron Road which comprises a two part double gated entry and exit route.



Entry and exit access off Waungron Road



Aerial plan illustrating existing access route from Waungron Road

Surroundings

- 2.11 The site lies within the south-western point of Llandaff, an area which provides a quantum of shops and services within a short walking distance. As set out above, the site is located along Waungron Road and Western Avenue among predominantly residential premises.
- 2.12 The surrounding area is primarily residential with most of the housing being two storeys in height, although there are examples of three and four storey residential development within the surrounding area both east and west along Waungron road and north along Western Avenue. Travelling south toward Ely Bridge, a short distance away from the site, the urban area becomes more fragmented and gives way to a mix of light industrial and warehousing along major artillery roads into the city centre, more conducive to an 'edge of urban' area setting.

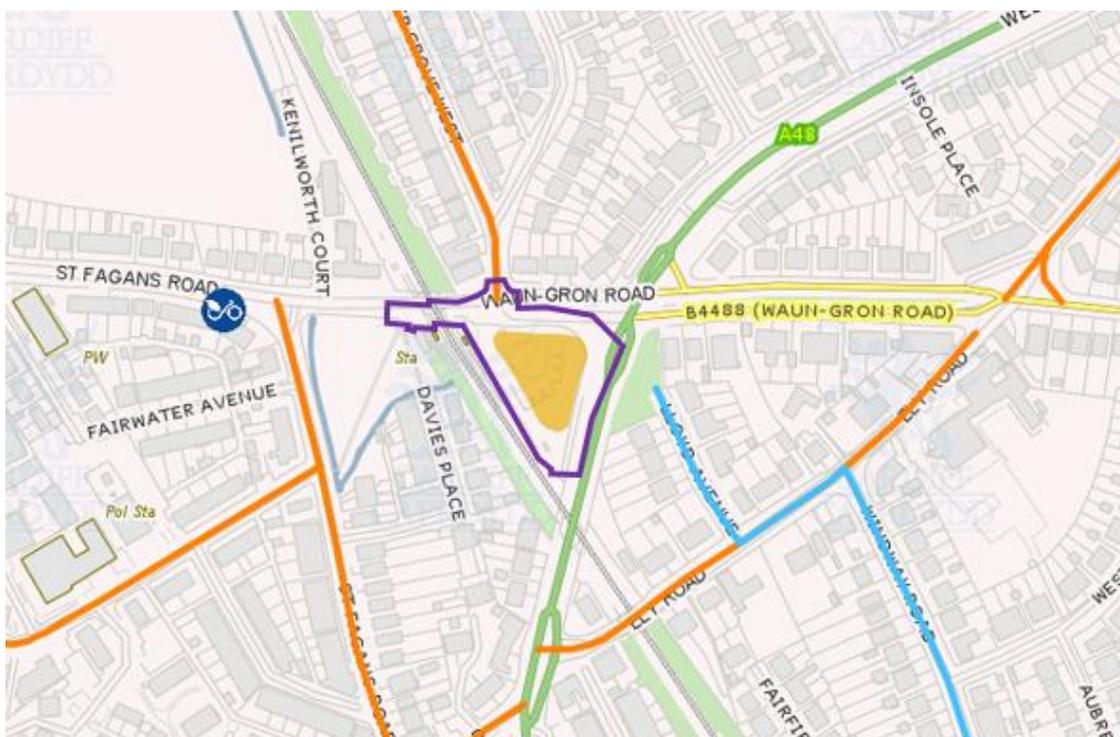
Sustainability and Connectivity

- 2.13 There is a bus shelter adjoining the site on the southern side of Waungron Road and a bus shelter on the northern side of the road on the western side of the railway bridge. The 61 and 64 bus service passes along Waun Gron Road and the 15 bus service passes along Western Avenue adjoining this site. There is a bus shelter on the eastern side of Western Avenue directly opposite the site and a bus shelter on the western side of Western Avenue 150m north of the site.
- 2.14 Waun Gron Park is on the western side of the railway line comprising approximately 4,000sqm of open green space. There is a newsagent, takeaway and barbers within immediate proximity to the site. The nearest parade of shops is 250m east of the site along Waun Gron, with the nearest church being 250 metres west of the site.
- 2.15 Image of Waun Gron Park and Newsagent store below:



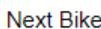
Image of Waun Gron Park and Newsagent

- 2.16 The site is not affected by an ancient monument, Article 4 direction, Conservation Area, Listed Building, Local Listed Building, Historic Park and Gardens, Historic Landscape, Ramsar Site, SINC, SSSI, Archaeological Sensitive Area, TPO. The site is not in flooding zones B, C1 and C2.
- 2.17 It is therefore considered that the site is located within a sustainable location and is well provided for in terms of services and facilities including public transport. In addition, the site is located within immediate proximity of Cardiff's Sign Posted and Advisory Cycle Routes which provides safe and convenient routes to nearby areas, extract provided below:



Cardiff Cycle Route Map extract (Site outlined in red)

Key:

-  Next Bike
-  Locations
- Cycle Routes**
-  Walk your bike
-  Advisory Route
-  Sign posted
-  Traffic free

2.18 In addition, there is a ext Bike facility located just a few yards west of the site so that residents that do not own bicycles can access facilities on a daily basis when / if needed.

Planning History Context

2.19 In assessing the site for development, a planning history search for the site has been undertaken using the planning application search register on the council’s website. The search found that the site has been the subject to a modest planning history.

2.20 This has identified that the former Waste Transfer Centre has been the subject of two planning applications:

2.21 These are outlined in the table below:

Application Ref	Site Address	Site Description	Decision	Decision Date
16/01565/MNR	Household Waste Recycling Centre, Waungron Road, Llandaff, Cardiff, CF5 2JL	Cardiff west interchange - bus transport hub change of use from waste transfer depot to new highway incorporating bus transport hub	Permission to be granted	01 Nov 2016

07/01583/W	Waun Gron Road civic amenity site, Waun Gron Road, Llandaff, Cardiff, CF5 2JL	Redevelopment of existing household Waste And Recycling Centre.	Permission be granted	18 Oct 2007
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2.22 The site is not allocated within the development plan however, benefits from previous applications and uses such as a household waste recycling centre (ref.07/01583/W). Its use has been now discontinued for some time and the site is currently vacant.

2.23 As shown the table above, the most relevant and recent planning history is the extant planning permission (ref. 16/01565/MNR) for a bus interchange hub (expiry date 1st November 2021). The application for the bus interchange is summarised below:

'Change of use from waste transfer depot to new highway incorporating bus transport hub'.

2.24 In summary, the application included:

- The opening of a new access point off Western Avenue to the north of the railway bridge with a new Toucan crossing;
- The reconfiguration/refurbishment of the existing site access point on Waun Gron Road with a new Toucan crossing;
- The linking of the two access points with a new road surface, with a central two-lane carriageway and bus stop lanes either side;
- New footpaths either side of the new road with 5no. new bus shelters;
- A new point of access to the proposed new development site;
- Pedestrian footpath and crossing improvements around the site; and
- The intention that Waun Gron will become a transport hub.

2.25 It was considered that the new bus interchange would help achieve the Council's target of a 50/50 modal split of car travel and public transport. The provision of a new bus interchange in this location would help increase the number of destinations that can be accessed from the west of the city.

2.26 The delegated Officers report for the application provides the following assessment of the development:

"The application is not allocated for any specific use on the Local Plan Proposals Map. The site last accommodated a household Waste Recycling Centre which ceased operating in April 2014 as part of a wider rationalisation of the Council's waste services. As such, there is no need to retain the site for its former use.

The provision and improvement of transport hubs are supported in land use terms by Policy T3 'Transport Interchanges' of the Local Development Plan. The application raises no land use policy concerns.

The proposals are effectively for the provision of a new access road, with improvements to the wider pedestrian footpath / crossing network. In this case, providing the finish materials are of a high quality, there would be no grounds to refuse consent in terms of visual amenity."

2.27 The application was therefore approved on the 1st November 2016.

Interim Summary

- 2.28 In light of the above planning history, and the existing planning permission the site currently encompasses, it is considered that the regeneration of the underutilised brownfield site, the redevelopment of the site to bring it back into beneficial use is supported, in principle, by the Council.
- 2.29 Moreover, Cardiff City Centre and connecting areas are undergoing a radical change in scale and reform in an effort to substantially regenerate the City Centre. We understand the Council's vision and desire to create a recognisable, legible, desirable place to live and visit, to provide high quality affordable homes for the city and to maximise the benefits of providing a sustainable high quality mixed use development integrated into the new transport hub at Waungron Park. Therefore, it is considered that this proposal, in conjunction with the others (being built or approved) will compliment this regeneration initiative.

3.0 DEVELOPMENT PROPOSALS

The Proposals

3.1 The proposal comprises the redevelopment of the existing brownfield site is as follows:

"Full planning application for a mixed use housing development comprising 44 no. 1 and 2 bedroom apartments, Office and Commercial Spaces, along with the provision of a new highway to accommodate a Bus Interchange, improved cycle and pedestrian access and associated works".

3.2 The following are elements which are proposed as part of the residential development:

- The provision of A3 (117.6sqm) and B1 (165.1sqm) use floorspace at ground floor within the western wing;
- The provision of A1 (101sqm) use floorspace at ground floor level along the northern section;
- The provision of ancillary storage and facilities centrally sited so that there is easy access to these areas for residents;
- The provision of 44 residential units over the upper storeys over a mix of 4, 5 and 7 storeys in height;
- Public realm improvements including the provision of secure cycle parking and other associated works; and
- Associated landscaping to the ground floor to create an attractive street scene.

3.3 The housing will comprise of 40 x 1 bedroom apartments, with 4 x two bedroom apartments. The scheme as a whole is aimed at single occupancy residents. Twenty one of the units will provide temporary accommodation, supported by the housing staff who will be located within the ground floor office 24 hours a day. The remaining twenty three residential units will provide for general needs housing.

3.4 The proposed new-build development will be stepped and staggered in height to complement the triangular shape of the site. The building will start at 4 storey's height at the north west corner, continuing at a height of 4 storeys towards the north east wing, and eventually increasing to 7 storeys towards the southern edge of the building.

3.5 The development will comprise Use Class A1, A3, B1 commercial uses at ground level and C3 residential units at first floor to top floor level:



Site Layout Plan (drawing ref. 19127(05) 101 C)

3.6 The development proposals comprise:

Living Accommodation

- 19 x 1 bedroom and 4 x 2 bedroom general needs council apartments, with separate access fronting Western avenue; and
21 x 1 bedroom temporary council apartments with separate access fronting Waungron Road.

Mixed uses at ground floor:

- 1 x A3 unit (117.6sqm);
- 1 x A1 unit (101sqm); and
- 1 x B1 unit (165.1sqm);

Bike and Bin Storage at ground floor

- Two secure internal secure cycle storage facilities, 48 stands for residents 4 stands for office staff;
- External bike store and racks for users/employees of the commercial units and users of the bus interchange;
- Separate bin storage for both temporary and permanent accommodation;
- Separate bin storage for the office; and
- Bin storage for commercial units contained within the units, with appropriate access points provided.

Services at ground floor:

- Internal general service area;
- Generator room; and
- Sub Station room with 24 hour vehicular access.

Open space

- Private winter gardens in each of the permanent accommodation (with the exception of 3 ground floor units which have an open front porch area);
- Large shared roof terrace for all use by all residents.



Movement and Access Plan (Page 27 of DAS)



Scale and Massing Plan (Page 30 of DAS)

3.7 Extracts of the proposed ground, first, second, third, fourth, fifth and sixth floor plans are included within the Design and Access Statement (Page 28 and 29) and are submitted as part of the application. The storeys begin to stagger at fourth floor level and continue to cascade upwards in a stepping up effect towards the southern end of the building at sixth floor level.

3.8 In terms of architectural design ethos, a series of elevations and 3D visuals are enclosed within this submission and extracted below to illustrate the contemporary design ques taken in approaching the design for the proposal:



WESTERN AVENUE ELEVATION (EAST)
1:100



WAU GRON ROAD ELEVATION (NORTH)
1:100



SOUTH ELEVATION
1:100



NEW INTERCHANGE ELEVATION (WEST)
1:100

Proposed Elevations (drawing ref. 19127(05) 109B)

3.9 Full details of the design of the scheme are included within the Powell Dobson Design & Access Statement.

Bus Interchange

- 3.10 As aforementioned, there is an extant planning permission (ref. 16/01565/MNR) for the clearance of the Waste Transfer Centre and change of use to a Transport Hub Bus Interchange. The permission permits the following development:
- The opening of a new access point off Western Avenue to the north of the railway bridge with a new Toucan crossing;
 - The reconfiguration/refurbishment of the existing site access point on Waungron Road with a new Toucan crossing;
 - The linking of the two access points with a new road surface, with a central two-lane carriageway and bus stop lanes either side;
 - New footpaths either side of the new road with 5no. new bus shelters;
 - A new point of access to the proposed new development site;
 - Pedestrian footpath and crossing improvements around the site. The intention is that Waun Gron will become a transport hub; there is the existing City Line rail provision, but the new bus interchange will help achieve the Council's target of a 50/50 modal split of car travel and public transport. The provision of a new bus interchange in this location will help increase the number of destinations that can be accessed from the west of the city.
- 3.11 The previous permission has formed a basis for the proposals included within this development. The proposed interchange is illustrated on the Proposed Interchange drawing prepared by Lime Transport (Ref. 20051.OS.109.06).
- 3.12 It is proposed to provide signalised junctions at the northern end at the interchange (onto Waun Gron Road) and southern end of the road (onto Western Avenue), with conveniently designed crossings incorporated into the scheme. The pedestrian crossings would be provided on a raised table providing priority and an easy access for pedestrians and cyclists. It is considered that these crossings will also slow down vehicles travelling along the main interchange road. The interchange road will only be accessible for buses and refuse vehicles, and no access will be provided for other vehicles. The design of the bus interchange has been revised as part of this scheme to enable better integration of the housing and transport elements, provide more space for public realm improvements and better accessibility for pedestrians and cyclists (See Section 6 below).
- 3.13 The access junctions at the northern and the southern end will be signalised, with additional pedestrian crossings provided on A48/Western Avenue and Fairwater Grove West to ensure that priority for pedestrians and cyclists is maintained. The proposed junction layouts are based on the previously agreed scheme (except for the changes to the interchange road). It is proposed to extend yellow box road markings on the A48/Western Avenue to ensure that no traffic blocks the entrance and exit to the new interchange road for buses.
- 3.14 The design for the transfer hub has given consideration to buses, pedestrians and cyclists, with facilities provided for the pulling in and over-stay for buses and the inclusion of bus shelters with digital real-time information displays. Pedestrians and cyclists are accommodated with the provision of a wide shared footway / cycleway which joins Waungron Road with Western Avenue, controlled crossing areas with easy access to bus and trains services with Waungron Road station being in close proximity.
- 3.15 The design has considered the surface water drainage and a new system designed, with an element of the existing system being diverted to allow for the proposed new retaining wall which is essential to safe-guard the existing Network Rail embankment which runs parallel to the site.

4.0 PLANNING POLICY CONTEXT

- 4.1 A review of the planning policy context associated with the site and proposed development (at the national and local level) is provided within this section of the Statement.
- 4.2 The key planning policies of relevance to the determination of the application are outlined. A detailed assessment of the accordancy of the proposed development with these policies is provided in Section 5 (Material Considerations) of this Statement.
- 4.3 The principal planning policy context for the scheme (from the national through to the local level) comprises the following documents:

National

- Planning Policy Wales (Edition 11, February 2021);
- National Development Framework (due to be published in 2021);
- Technical Advice Note (TAN) 11: Noise (1997);
- Technical Advice Note (TAN) 12: Design (2016);
- Technical Advice Note (TAN) 18: Transport (2007).

Local

- Cardiff Local Development Plan 2006 – 2026 (January 2016);
- Residential Design Guide (January 2017);
- Tall Building (January 2017);
- Managing Transport Impacts (incorporating parking standards) (2018); and
- Waste Collection and Storage Buildings (2016)

NATIONAL PLANNING POLICY

- 4.4 The following policy / guidance documents prepared at the national (Welsh Government) level are of relevance to the determination of the application.
- 4.5 The following policy / guidance documents prepared at the national (Welsh Government) level is of relevance to the determination of this outline planning application.

Planning Policy Wales (11th Edition, February 2021)

Placemaking

- 4.6 Paragraph 2.8 sets out the key drivers for placemaking, and states:

"Planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales. This can be done through maximising their contribution to the achievement of the seven well-being goals and by using the five Ways of Working, as required by the Well-being of Future Generations Act. This will include seeking to maximise the social, economic, environmental and cultural benefits, while considering potential impacts when assessing proposals and policies in line with the Act's Sustainable Development Principle."

- 4.7 Paragraph 1.14 sets out The Well-being of Future Generation's Goals.



The Well-being of Future Generation's Goals

Creating Sustainable Places

4.8 Paragraph 2.3 states:

"The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all."

4.9 Paragraph 2.6 states:

"Sustainable placemaking is an inclusive process, involving all of those with a professional or personal interest in the built and natural environment, which focuses on developing plans, making decisions and delivering developments which contribute to the creation and enhancement of sustainable places."

People and Places – National Sustainable Placemaking Outcomes

4.10 Paragraph 2.17 states:

"In responding to the key principles for the planning system, the creation of sustainable places and in recognition of the need to contribute to the well-being of future generations in Wales through placemaking, development plans and development proposals must seek to deliver developments that address the national sustainable placemaking outcomes."

National sustainable placemaking outcomes

4.11 Figure 6 on page 20 outlines how PPW should be used to achieve sustainable places in diagram format:



PPW Figure 6

4.12 Paragraph 2.27 sets out how to assess the sustainable benefits of development:

"Planning authorities should ensure that social, economic, environmental and cultural benefits are considered in the decision-making process and assessed in accordance with the five ways of working to ensure a balanced assessment is carried out to implement the Well-being of Future Generations Act and the Sustainable Development Principle.

Key factors in the assessment process include:

Social Considerations

- *Who are the interested and affected people and communities;*
- *How does the proposal change a persons way of life, which can include:*
 - *how people live, for example how they get around and access services;*
 - *how people work, for example access to adequate employment;*
 - *how people socialise, for example access to recreation activities; and*
 - *how people interact with one another on a daily basis*
- *Who will benefit and suffer any impacts from the proposal;*
- *What are the short and long-term consequences of the proposal on a community, including its composition, cohesion, character, how it functions and its sense of place; and*
- *How does the proposal support development of more equal and more cohesive communities.*

Economic Considerations

- *Whether, and how far, the development will help redress economic disadvantage or support regeneration priorities, for example by enhancing local employment opportunities or upgrading the environment;*
- *The contribution the development would make to achieving wider strategies, for example the growth or regeneration of certain areas;*
- *The contribution this economic activity will have to wider policy goals; and*

- *How the proposal would support the achievement of a more prosperous, low carbon, innovative and resource efficient Wales.*

Cultural Considerations

- *How far the proposal supports the conditions that allow for the use of the Welsh language;*
- *Whether or not the development protects areas and assets of cultural and historic significance;*
- *Have cultural considerations and their relationships with the tourism industry been appropriately maximised;*
- *If the proposal protects areas known for their cultural value in terms of music, literature, sport and the arts; and*
- *Vibrant cultural experiences.*

Environmental Considerations

- *Will important features of the natural and built environment be protected and enhanced;*
- *Are the environmental impacts of development on health and amenity limited to acceptable levels and the resilience of ecosystems improved;*
- *Is environmental protection for people and natural resources, property and infrastructure maximised and environmental risks prevented or appropriately managed;*
- *Will high standards of restoration, remediation, decommissioning and beneficial after uses be achieved;*
- *Will the depletion of non-renewable resources be minimised, waste prevented and the efficient and most appropriate use of materials made and re-use and recycling promoted;*
- *Will the causes and impacts of climate change be fully taken into account through location, design, build, operation, decommissioning and restoration; and*
- *Does it support decarbonisation and the transition to a low carbon economy.*

Good Design

4.13 Paragraph 3.3 states:

"Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area."

4.14 Paragraph 3.4 sets out the above in an illustrative / diagrammatic manner.

Figure 8: Objectives of Good Design



Planning Policy Wales Figure 8

Promoting Healthier Places

4.15 Paragraph 3.21 states:

"Planning authorities have a role to play in the prevention of physical and mental illnesses caused, or exacerbated, by pollution, disconnection of people from social activities (which contributes to loneliness) as well as the promotion of travel patterns which facilitate active lifestyles. The planning system must consider the impacts of new development on existing communities and maximise health protection and well-being and safeguard amenity. This will include considering the provision of, and access to, community and health assets, such as community halls, libraries, doctor's surgeries and hospitals. Health impacts should be minimised in all instances, and particularly where new development could have an adverse impact on health, amenity and well-being. In such circumstances, where health or amenity impacts cannot be overcome satisfactorily, development should be refused."

4.16 Paragraph 3.22 states:

"Planning authorities should develop and maintain places that support healthy, active lifestyles across all age and socio-economic groups, recognising that investment in walking and cycling infrastructure can be an effective preventative measure which reduces financial pressures on public services in the longer term. The way a development is laid out and arranged can influence people's behaviours and decisions and can provide effective mitigation against air and noise pollution. Incorporating drinking water fountains or refill stations for reusable bottles in public spaces is a simple and effective way of making places healthier and of reducing unnecessary waste. Effective planning can provide calming, tranquil surroundings as well as stimulating and sensory environments, both of these make an important contribution to successful places."

Housing

4.17 Paragraph 4.2.2 states:

"The planning system must:

- *identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures;*
- *enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and*
- *focus on the delivery of the identified housing requirement and the related land supply.*

Public Transport

4.18 Paragraph 4.1.37 states:

"Planning authorities must direct development to locations most accessible by public transport. They should ensure that development sites which are well served by public transport are used for travel intensive uses, such as housing, jobs, shopping, leisure and services, reallocating their use if necessary. In rural areas, planning authorities should designate local service centres, or clusters of settlements where a sustainable functional linkage can be demonstrated, as the preferred locations for new development."

Ecology

4.19 Paragraph 6.4.3 states that development proposals must consider the need to:

- *"support the conservation of biodiversity, in particular the conservation of wildlife and habitats;*
- *ensure action in Wales contributes to meeting international responsibilities and obligations for biodiversity and habitats;*
- *ensure statutorily and non-statutorily designated sites are properly protected and managed;*
- *safeguard protected and priority species and existing biodiversity assets from impacts which directly affect their nature conservation interests and compromise the resilience of ecological networks and the components which underpin them, such as water and soil, including peat; and*
- *secure enhancement of and improvements to ecosystem resilience by improving diversity, condition, extent and connectivity of ecological networks.*

Trees

4.20 Paragraph 6.4.25 states:

"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."

4.21 Further to this, Paragraph 6.4.27 states:

"The protection and planting of trees and hedgerows should be delivered, where appropriate, through locally specific strategies and policies, through imposing conditions when granting planning permission, and/or by making Tree Preservation Orders (TPOs)".

Technical Advice Notes

- 4.1 Technical Advice Notes (TANs) supplement the policy principles of PPW and add further detail on issues which might affect development potential of the site. TANs which are considered relevant to the proposal and should therefore be given weight are:

- TAN 11 – Noise (1997);
- TAN 12 – Design (2016);
- TAN 18 – Transport (2007); and
- TAN 23 – Economic Development (2014)

Technical Advice Note (TAN) 11 – Noise (1997)

- 4.2 TAN 11 provides advice on how the planning system can be used to minimise the adverse impact of noise without planning placing unreasonable restrictions on development. This document also outlines some of the main considerations which local planning authorities should consider when determining planning applications for development which either generates noise or is considered noise-sensitive.

Technical Advice Note (TAN) 12 – Design (2016)

- 4.3 TAN 12 sets out detailed guidance on achieving good design. The objectives of good design are set out under the following categories:

'Access

- *Ensuring ease of access for all*

Movement

- *Promoting sustainable means of travel*

Character

- *Sustaining or enhancing local character*
- *Promoting legible development*
- *Promoting a successful relationship between public and private space*
- *Promoting quality, choice and variety*
- *Promoting innovative design*

Community Safety

- *Ensuring attractive, safe public spaces*
- *Security through natural surveillance*

Environmental Sustainability

- *Achieving efficient use and protection of natural resources*
- *Enhancing biodiversity*
- *Designing for change'*

- 4.4 Paragraph 5.11 of TAN 12 highlights the link between sustainable residential development and links to public transport, access to local services and ensuring the most efficient use of land. In order to achieve this, TAN 12 states that development proposals for residential design should aim to:

- *' Create places with the needs of people in mind, which are distinctive and respect local character;*
- *Promote layouts and design features which encourage community safety and accessibility;*

- *Focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles;*
- *Avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building.'*

4.5 TAN 12 also advocates for context-sensitive design with housing layouts being prepared to reflect local context including topography and building fabric. In fact, paragraph 5.11.3 of TAN 12 notes the important of integrating old and new development through the medium of reinforcing the hierarchy between spaces and considering existing features on residential sites including landmarks, established routes and ecology features such as trees and hedgerows.

Technical Advice Note (TAN) 18 – Transport (2007)

4.6 TAN 18 notes how *'an efficient transport system is a requirement for a modern, prosperous and inclusive society'* yet how the impacts of transport, especially road traffic, can cause detriment to human health and the environment as well as contribute to climate change and congestion impacting upon economic competitiveness in some areas.

4.7 Paragraph 3.3 of TAN 18 states that *'the location of new residential development has a significant influence on travel patterns as the majority of trips start or finish at home'* and that *housing is also the most extensive land use in settlements'*. In light of this, the document notes the importance of identifying residential housing land which benefits from access to jobs, shops and services through the medium of transport options not solely relying on car use.

4.8 With regards to residential car parking, paragraph 4.16 notes how *'local planning authorities should give greater weight (than if considering non-residential uses) to the potential adverse impacts likely to result from on-street parking when the design and layout of the street is unlikely to satisfactorily cope with additional residential parking pressures'*. In this way, according to TAN 18, *'a site's location and its relative accessibility should inform guidance on maximum standards and the potential lifestyle of occupants should be considered, both at the forward planning and development control stages'*.

Technical Advice Note (TAN) 23 – Economic Development (2014)

4.9 Paragraph 1.2.1 of TAN 23 notes how *'the economic benefits associated with development may be geographically spread out far beyond the area where the development is located. As a consequence, it is essential that the planning system recognises, and gives due weight to, the economic benefits associated with new development'*.

4.10 As outlined in TAN 23, *'PPW defines economic development broadly so that it can include any form of development that generates wealth, jobs and income'*. In this way, construction processes in house-building represent economic land uses even though residential development, once built, does not represent an economic land use. In this way, TAN 23 emphasises the economic potential of housebuilding activities and their role on the overall economic wellbeing of areas.

LOCAL POLICY CONTEXT

Cardiff Council Local Development Plan (January 2016)

4.22 The Cardiff City Council adopted the Local Development Plan (LDP) in January 2016. The LDP outlines the broad approach the Council will take to ensure sustainable development between 2006 and 2026.

4.23 The LDP states that there is a need to provide in the region of 41,415 new dwellings and over 40,000 new jobs over the plan period 2006-26. These will primarily be delivered through a 'strategic site' approach - whereby several locations (such as the site subject of these representations) have been defined for strategic scale development (intended to accommodate significant numbers of new housing supported by complementary services and facilities).

4.24 An extract from the LDP Proposals Map is provided below:



LDP Proposals Map (Location of site indicated by red circle)

Key	Designation	Key	Designation
	Strategic Bus Corridor Enhancement		Housing Commitment over 500 dwellings
	River Corridor		Existing /Employment Land

4.25 As shown on the LDP proposals map, the site is:

- Located within the settlement limits for Cardiff;
- Located within Fairwater; and
- Not part of a Special Landscape Area, Conservation Area or other designation.

Site Constraints

4.26 As well as the Proposals Map, the LDP also contains a Constraints Map. This is provided overleaf:



Extract of Constraints Map (Location of site indicated by red circle)

Key			
	Rapid Transit Corridor (For North West Corridor, all current potential routes. Further work will determine the most appropriate route alignment)		Existing Rail Station
	Site of Importance for Nature Conservation		Strategic Junction Improvements
	Strategic Recreation Route		Existing Bus Gate
			Site Location

4.27 As shown on the LDP constraints map, the site has no constraints.

4.28 In view of the above, it is considered that the policy position regarding the site is of most relevance to the proposed development are:

Policy	Title	Summary
KP1	Level of Growth	Emphasises that the Plan's settlement boundaries are a key mechanism for helping to manage future growth by defining the area within which development would normally be permitted, subject to material planning considerations.
KP4	Masterplanning Approach	Outlines general appropriate master planning principles to create holistic, comprehensive and acceptable proposals on development sites.
KP5	Good Quality and Sustainable Design	Requires all development to be of high-quality, sustainable design which sustains or positively contributes to the creation of sustainable communities, places and spaces.
KP6	New Infrastructure	New development will make appropriate provision for, or contribute towards, all essential and enabling infrastructure required as a result of the development in accordance with PPG. This infrastructure shall be delivered in a timely manner to meet the needs of existing and planned communities.
KP8	Sustainable Transport	Ensures that new development in Cardiff will positively enable sustainable transport and reduce a reliance upon journeys by private car.
KP13	Responding to evidenced social needs	Requires new development to align with CCC's aims of creating sustainable neighbourhoods. Tackle deprivation and improve overall quality of life through a range of measures.

Policy	Title	Summary
KP14	Healthy living	Developments will be supported which provide for active travel, accessible and useable green spaces and allotments.
KP15	Climate Change	Development proposals should account for: the reduction of carbon emissions and should promote energy efficiency, reduce the risk of flooding and be adaptive.
KP16	Green Infrastructure	Proposed development should demonstrate how green infrastructure has been considered and integrated into the proposals.
H6	Change of Use or Redevelopment To Residential Use	This Policy provides a framework for the assessment of applications for the change of use, conversion or redevelopment of redundant previously developed land and premises for residential purposes within settlement boundaries.
EN8	Trees, Woodlands and Hedgerows	Development will not be permitted that would cause unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage value, or that contribute significantly to mitigating the effects of climate change
EN13	Air, Noise, Light Pollution and Land Contamination	Development will not be permitted where it causes or results in unacceptable harm to health, local amenity, the character or quality of the countryside, or interests or nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination.
T1	Walking and Cycling	Developments should actively encourage walking and cycling to reduce a reliance on private car journeys.
T2	Strategic Rapid Transit and Bus Corridors	Provides a framework for delivering strong transit corridors to serve the main LDP Strategic Sites.
T5	Managing Transport Impacts	Safe provision for various forms of transport will be required in conjunction with new development.
T6	Impact on Transport Networks and Services	Development will not be permitted which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes.
C3	Community Safety/Creating Safe Environments	New development should act to create a safe and secure environment which minimises the opportunity for crime.
C5	Provision for Open Space, outdoor Recreation, Children's Play and Sport	An appropriate provision of public open space, outdoor recreation and play areas will be sought in conjunction with new residential development.
W2	Provision for Waste Management Facilities	Where appropriate, provision will be sought in all new development for facilities for the storage, recycling and other management of waste.

- 4.29 It is considered, as outlined in the LDP, that the site presents a development opportunity that can and does provide for the development proposed and is wholly in line with the policy provisions and aspirations of the Plan (as outlined above).
- 4.30 This chapter has provided a broad overview of the planning policy context for the application site and the proposals. National and regional planning policy supports the efficient use of land and development within sustainable locations.
- 4.31 The application site is therefore located within existing settlement limits and considered efficient use of a Brownfield site. The principle of development at the site is therefore established, and furthermore, is supported by the adopted LDP.

Supplementary Planning Guidance

- 4.32 The key Supplementary Planning Guidance (SPG) which are of relevance to the proposals are summarised below:

Title	Summary
Managing Transport Impacts (incorporating parking standards)	This SPG sets out Cardiff Council's approach to assessing and managing the transport impacts of developments and supplements the transport and other

	related policies in Cardiff's Local Development Plan 2006-2026 (see Section 2). It applies to all categories of development for which planning permission is required, including new developments, extensions, redevelopments and material changes of use.
Residential Design Guide January 2017	This supplementary planning guidance (SPG) outlines the issues that a design for new residential development in Cardiff should address as it seeks planning permission.
Tall Buildings January 2017	This Supplementary Planning Guidance (SPG) supplements policies in the adopted Cardiff Local Development Plan (LDP) relating to good quality and sustainable design and more specifically tall buildings
Waste Collection and Storage Facilities October 2016	This Supplementary Planning Guidance Note (SPG) supplements policies in the adopted Cardiff Local Development Plan (LDP) relating to the provision of waste management facilities in new development. This SPG was approved by Council on 20th October 2016.

5.0 DESIGN COMMISSION FOR WALES RESPONSE

- 5.1 A Design Review meeting was undertaken with council on the 14th May 2020 outlining the key considerations that the Council required to be addressed **(see Appendix 2)**.

Principle of Development

- 5.2 DCFW expressed support for the car free, mixed use development, stating:

"The principle of a car-free, mixed use development adjacent to a new public transport interchange is appropriate for this location and welcomed by DCFW. It is a pro-active response to policy and will support the city's ambitions for modal shift and active travel as well as national policy supporting transit-oriented development. It is positive that, as a Cardiff Council developed scheme, there can be coordination between the proposed residential element and the bus station which will be essential for the success of the overall scheme".

- 5.3 Moreover, the response suggested that:

"It will be important to fully explore all options for uses including shops, cafes, flexible working space, childcare, community facilities, bike repair etc., all of which support this as a transit oriented development. Community consultation could feed into this process and may identify local needs that the development could meet..."

By incorporating a greater range of uses on the ground floor the development becomes more outward looking and provides a greater level of natural surveillance to the surrounding streets".

- 5.4 Given the above response extracts, it is considered that the overall principle of development and design elements of the proposal are generally supported.

Bus Interchange Environment

- 5.5 It was suggested that the public realm surrounding the bus interchange required to be updated from the current planning permission. The DCFW suggested that:

"Opportunities to use available space for integrating planting and trees would help to soften the space, increase biodiversity and could be combined with sustainable drainage. Currently a lot of space is given over to buses and it is not clear whether all this space will be needed from the outset".

- 5.6 As a direct response to the above, Cardiff Council have employed The Urbanist to undertake a full proposal for both hard and soft landscaping to be incorporated into the scheme. This is considered to provide urban green to the area, creating a more aesthetically pleasing public realm.

- 5.7 Moreover, Lime Transport were commissioned as part of the application in order to assess the traffic impacts of the site and a redesign of the bus interchange element of the proposals.

Form and Complexity

- 5.8 In terms of the scale and design of the proposal, the following comments were received:

"A well-formed, simpler building with attention to detail and high-quality materials may be a more suitable approach. Local and wider views should be considered when exploring the options. Reducing the complexity of the current proposals should also be explored".

- 5.9 In light of the above, further review and consideration has been given to the overall appearance and presence of the development. In order to assure the bold development is not overbearing to its surroundings, staggered levelling to the storeys and sympathetic materials to the building have been adopted to ensure the building is not overly dominant within the vicinity.

Community and Amenity Space

- 5.10 The following recommendations have been put forward by the DCFW:

"Balconies are a welcome element of the brief but may benefit from being closable winter garden spaces to manage the impact of noise and pollution given the context".

- 5.11 The residential units have therefore been designed so that each unit accommodates a winter gardens in order to create / provide private outdoor living area for each individual occupant.

6.0 PRE- APPLICATION RESPONSE

- 6.1 When considering the development potential of the site and throughout the preparation of this planning application, the applicant has engaged in considerable pre-application dialogue to ensure the sustainability and deliverability of the site.
- 6.2 A pre-application submission was made to the Cardiff City Council in February 2021 in parallel with the Pre-application Consultation (PAC) process. A Pre-application Consultation (PAC) Report has also been submitted with the application (GJP May 2021) which sets out the consultation which took place in line with PAC process as set out by the National Assembly of Wales, under Article 1 of the Town and Country Planning (Development Management) (Wales) (Amendment) Order 2016.
- 6.3 A formal written response to the pre-application submission (Reference. PA/21/00013/MJR) was received on 17th March 2021 and is summarised below.
- 6.4 With regards to existing site opportunities and constraints, the pre-application advice noted the following:
- The site is not in a Conservation Area and there is no ancient monument, listed building nor locally listed building within the vicinity of the site. The nearest listed building is some 220m to the east, the Fairwater Conservative Club and associated stables, but this is set back behind existing residential development;
 - The site is not affected by an Article 4 Direction;
 - The site is not within an historic park, garden nor historic landscape
 - No part of the site is within a SINC;
 - The site is not within an SSSI. The site is not within an archaeological sensitive area;
 - The site is not in a strategic flood zone.
- 6.5 In terms of general feedback and overview of the design of the proposed development, the comments are summarised as follows:
- An element of height to create some form of landmark on the ring road was supported, but that the scale was not considered appropriate for the bulk of the scheme.
 - It was noted that the stairwells were very prominent, dark and quite overbearing in character, as features of the façade. It was noted that the apartment elevations seem to merge into the stairwell facades and they might be better framed around the windows/fenestration, in order to be more distinct.
 - The inclusion of balconies or winter gardens were supported. The shared roof terrace was also supported but the detail would need to be carefully scrutinised to avoid this becoming too bleak.
 - On the rear façade on the blank ground floor wall it was advised to extend the art work from the retaining wall fronting the Interchange onto this wall to avoid potential for vandalism.
 - A question was raised about whether a mobility scooter storage provision for future residents.
 - A question was raised about whether a public toilet was necessary for the use of passengers in transit.
 - It is noted that one retail unit just faces the interchange. It was questioned whether this would be a successful commercial location and that some presence onto the main frontage might be required for any commercial space requiring a shop frontage.
 - A question was raised whether provision of electric charging for the buses was needed.

- It was questioned whether the presence for a bin store for the shops and other non-residential uses had been provided.

6.6 The pre-application officer's report concluded, stating:

"On the basis of the information that I currently possess and having carefully considered the submission then I consider that in view of the earlier consent for a bus interchange and LDP policies a bus interchange is likely to be acceptable. I consider that the layout of the proposed residential development is likely to be acceptable. However, the scale and appearance of the development should be further considered in view of the above comments".

6.7 Please see **Appendix 3** enclosed within this statement for a copy of the Pre-application Response (ref. PA/21/00013/MJR).

6.8 The above points raised by the local planning authority, have been addressed and incorporated within the planning application and are outlined throughout this planning statement.

6.9 In particular, significant revisions have been made to the following elements:

- **Scale of the proposal** – a reduction of massing has been incorporated along the eastern wing of the building decreasing the storey height as viewed from Western Avenue and reduction of the number of units from 50 to 44;
- **Materials** – revisions have been made to the proposed materials so that the external elevations are lighter in colour and are more in keeping with the character of the area. Design details such as panelling has been introduced to the facades in order to break up the massing and provide a more uniform finish to reduce the overall visual impact of the building;
- **Stairwell and lift shaft** – this feature has been amended in terms of positioning and external finish i.e. colour and materials. The cladding has been removed and replaced by a simple brick finish with more windows. This has been introduced in order to minimise any overbearing frames and bulk of the scheme;
- **Bin stores** – separate waste storage units have been provided for the temporary accommodation flats, general housing and commercial units; and
- **Landscaping amendments** – the overall landscape scheme has been strengthened, adding more green infrastructure to soften the impact of the development. Trees in planters have been included due to the significant amount of utilities that are located under footways surrounding the site which prevents planting into the ground. Further details enclosed within this submission document ref. Waungron Landscape DAS prepared by The Urbanists.

7.0 MATERIAL CONSIDERATIONS

7.1 In assessing the proposed development, there are a number of key considerations that the proposals have considered in order to ensure that the scheme addresses any constraints the site may have. The various material considerations will have an important bearing upon the proposals and detail of the scheme. These key material considerations are assessed in detail below:

- Principle of Development;
- Design and Scale;
- Highways & Transport;
- Ecology;
- Noise and Vibration; and
- Other Considerations.

7.2 These issues are discussed in further detail below.

Principle of Development

7.3 The site is classified as previously developed land. The re-use of suitable previously developed land and buildings, avoiding development on greenfield sites, is advocated through PPW, as outlined in paragraphs 3.51. As such, the proposal is considered to comply with national and local planning policy objectives, as paragraph 3.51 states, "previously developed land should be used, wherever possible, re-use will promote sustainability principals and any constraints can be overcome".

7.4 The application site is contained within the settlement boundary of Llandaff identified in the LDP. Objective no. 3 of the LDP, 'to deliver economic and social needs in a co-ordinated way that respects Cardiff's environment and responds to the challenges of climate change', criterion (e) states:

"In identifying new sites to meet economic/social needs, to follow a sequence of firstly maximising the contribution of brownfield sites, then identifying greenfield sites that are considered to represent the most appropriate and sustainable locations to accommodate new development".

7.5 The proposed development seeks the rejuvenation of a site contained within the settlement boundary of Llandaff. It's location is considered to be sustainable by virtue of being a previously developed piece of land, its proximity to several local amenities, and it's accessibility by means of public transport. As such, it is considered that the proposed development would be in full accordance with the adopted Local Development Plan policies; KP1, KP6, KP8, KP13 and T1.

7.6 As the residential element of the scheme is to accommodate general council housing, the development proposals of the site should accord with the following principles and development requirements as set out within Policy KP13 (Responding to Evidenced Social Needs):

"A key part of the successful progression of the city will be to develop sustainable neighbourhoods, tackle deprivation, and improve the quality of life for all. This will be achieved through:

- i. Providing a range of dwelling sizes, types and affordability including seeking to provide a target of 6,646 affordable dwellings over the remaining 12 years of Plan period;*

- ii. *Supporting the vitality, viability and attractiveness of existing District and Local Centres and their regeneration, including retail and other commercial development and housing of an appropriate scale;*
- iii. *Encouraging the provision of a full range of social, health, leisure and education facilities and community infrastructure for both existing and new communities that are accessible to all by walking and cycling and public transport;*
- iv. *Supporting the regeneration of deprived communities within the city and maximising the additional benefits that new communities can bring to adjoining or surrounding communities;*
- v. *Encouraging the enhancement of communities through better equality of access to services for all, promoting cultural and wider diversity for all groups in society, and creating places that encourage social interaction and cohesion;*
- vi. *Developing new cultural and sporting facilities to build upon Cardiff's role as a major tourist, cultural and sporting destination for visitors and residents alike; and vii. Designing out crime and creating communities which are safer and feel safer".*

7.7 In light of the above, the re use of this site is considered to successfully achieve the Council's overall vision and the LDP objectives, representing the enhancement of communities and betterment of facilities and services.

7.8 The redevelopment of a corner site will accommodate a section of negative space on Waun Gron Road, the building will be set to respond to the character of the area comprising green spaces, permeable pedestrian paths connecting desire lines egressing and existing the Bus Interchange.

7.9 The proposal seeks to provide quality space and community hub on the outskirts of the City Centre for a variety of uses whilst making the area more accessible from both the City Centre and wider surrounding area.

7.10 In terms of the proposed mixed-use, and supported housing development is endorsed by Cardiff's Local Development Plan, as it states:

- The aim is to assist the Council to meet evidenced housing need by seeking an appropriate affordable housing contribution from new residential development in the city.

7.11 In addition, to this Policy H6: Change of use or redevelopment to residential use states:

"Change of use of redundant premises or redevelopment of redundant previously developed land for residential use will be permitted where:

- i. *There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement;*
- ii. *The resulting residential accommodation and amenity will be satisfactory;*
- iii. *There will be no unacceptable impact on the operating conditions of existing businesses;*
- iv. *Necessary community and transportation facilities are accessible or can be readily provided or improved; and*
- v. *It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no unacceptable risks to the end users."*

7.12 Moreover, the 'vision' set out for Cardiff is to address the following:

- *People in Cardiff are healthy;*
- *People in Cardiff have a clean, attractive and sustainable environment;*

- *People in Cardiff are safe and feel safe;*
- *Cardiff has a thriving and prosperous economy;*
- *People in Cardiff achieve their full potential;*
- *Cardiff is a great place to live work and play; and*
- *Cardiff is a fair, just and inclusive society.*

7.13 With the objectives set out under 4 main headings:

1. *To respond to evidenced economic needs and provide the necessary infrastructure to deliver development;*
2. *To respond to evidenced social needs;*
3. *To deliver economic and social needs in a co-ordinated way that respects and enhances Cardiff's environment; and*
4. *To create sustainable neighbourhoods that form part of a sustainable city.*

7.14 With the following delivery of sustainable transportation solutions being established:

- *"The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.*
- *New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.*
- *This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.*

7.15 It is therefore considered that the proposal will seek to deliver the above encouragements and provide and accord with the development and design principles in accordance with policies KP1, KP5, KP6, H6, EN13, T1 and T2 of the LDP.

Tall Buildings SPG

7.16 The Tall Building Strategy SPG indicates that proposals will need to demonstrate that:

- *There would be no negative impacts on important views or vistas.*
- *The character or setting of heritage assets is not harmed.*
- *The proposal will be a positive feature in skyline & streetscape, either by complementing a cluster of tall buildings or forming a strategic landmark.*
- *No material harm is caused by overshadowing or overlooking.*
- *There will be walking and cycling accessibility to sustainable transport and local facilities.*

7.17 Detailed proposals will:

- *Exhibit exceptional architectural standards: elegance in form, silhouette and quality of materials.*
- *Maximise activity through ground floors uses and fenestration.*
- *Provide the highest standards of building performance, safety, inclusivity and adaptability.*
- *Include exemplary cycle storage, low car parking levels and integrated servicing, recycling and waste storage.*
- *Prove that the development will not create adverse microclimatic effects.*
- *Deliver significant enhancements to the public realm.*

- 7.18 In light of the above guidance, a number of key design principles have been considered and incorporated into the design.
- 7.19 For more details, please refer to Section 3.2 of the Design & Access Statement enclosed within this submission.
- 7.20 While the development of this site will be visible from outside the vicinity due to its location and height, the proposal would generally have either a neutral or beneficial effect upon views and visual amenity. It is considered that the proposed development would be compatible with the townscape character of the surrounding area, and would enhance both the site and its surrounding, creating an attractive new piece of townscape and providing a contemporary landmark for the city outskirts.

Transport Interchanges

- 7.21 According to Policy T3, in order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, the following developments will be supported:
- i. New rail stations which can be easily accessed by walking, cycling and local bus services, facilitate rail park and ride, where appropriate, and meet the access needs of all users;*
 - ii. **Improvements to existing rail and bus interchanges, including measures to facilitate access by active travel modes and disabled people with particular access needs;***
 - iii. **Measures to support interchange between local bus services, including facilities to accommodate bus layover and driver facilities;***
 - iv. Strategically located park and ride facilities, supported by attractive, frequent and reliable bus or rapid transit services;*
 - v. High quality passenger facilities including but not limited to seating, information, toilet facilities and cycle parking;*
 - vi. Facilities for park and share;*
 - vii. Facilities for coach parking, taxis and passenger drop off;*
 - viii. Facilities for overnight lorry parking and freight transfer; and*
 - ix. Facilities for interchange with water-based transport.*
- 7.22 It is considered that the proposed bus interchange as part of the development will provide support for all forms of transport interchange to help meet these requirements and deliver the modal shift objectives of the LDP.

Design and Scale

- 7.23 The proposed development is to be seven storeys in height, accommodating one A3 use unit at circa 138sqm, a B1 (office) use unit at circa 166sqm floorspace at ground floor within the western wing, and an A1 use unit at circa 106sqm floorspace at ground floor level along the northern section.
- 7.24 There is provision of ancillary storage and facilities (bike and bin) centrally sited so that there is easy access to these areas for residents. The provision of 44 residential units start at ground floor level and continue across the upper storeys.
- 7.25 The shape of the development has been designed to make the ground floor space permeable for pedestrians whilst connecting the main elements to the upper storey segments of the building.

- 7.26 Given the sites location, surrounded by predominately residential dwellings, careful consideration has been given to the scale of the proposed development, and its relationship with the immediate and wider surrounding areas. The staggered increase to the storey heights will allow for the frontage of the proposal to be more subservient to the existing residential properties affront Waungron Road, allowing for a gradual increase in height towards the rear of the site along Western Avenue.
- 7.27 The fourth, and fifth floors will be set back from the front elevation along Waungron Road by way of limiting the impact from the principal viewing of the development. The sixth floor will be set back further again, with small scale massing to further lessen the appearance and scale of the overall development.
- 7.28 The extract below demonstrates the stepping 'up' in the roof height, and the buildings relationship with the height so that there is no material overbearing impact on any adjoining highways or streets:



Extract of CGI (Page 34 of DAS)

- 7.29 The proposed scale of the built form will fit in within the nature and type of developable space in accordance with urbanisation of the area i.e. the existing railway platform and proposed new bus interchange.
- 7.30 Moreover, the proposed density of the development would fully accord with national and local planning policies encouraging higher density development in a highly sustainable location.

Public Realm

- 7.31 The remaining external space at ground floor level will be a useable new public realm. The space will be utilised for outdoor eating / seating associated with the A3 unit and bus interchange.
- 7.32 The outdoor areas will be landscaped, with the addition of green spaces for an enhanced outlook for occupier and residents.

Appearance and Materials

- 7.33 The proposed scheme will comprise a sympathetic colour scheme whilst comprising an array of materials by way of breaking up the façade. The build composition will be high quality contemporary design.

- 7.34 At this stage, the indicative materials palette comprise brick, which offers a durable and high quality finish, whilst also referencing the traditional Cardiff red brick seen in the existing properties of the immediate context. Light buff tones running through the brick are also included, and a light natural mortar will ensure that the overall colour is contemporary, and light, contrasting with the solid red of the traditional.
- 7.35 Glazed brick panels of cream brick are coupled with floor to ceiling windows, set back from the main face, to achieve a layered facade, with a frame aesthetic, appropriate to the scale and mass of the building. Verticality is emphasised through the grouping of the glazed brick panels, which also breaks and softens the established rhythm.
- 7.36 Corten steel panels on the ground floor are set within the window frame to match the glazing line. These add some vibrancy to the facade, whilst also tying the building to the wider the proposed Corten artwork on the retaining wall of the Bus Interchange.
- 7.37 Internal rainwater goods are proposed to retain the clean and contemporary aesthetic of the frame design.



View looking South on Western Avenue (Page 35 of DAS)

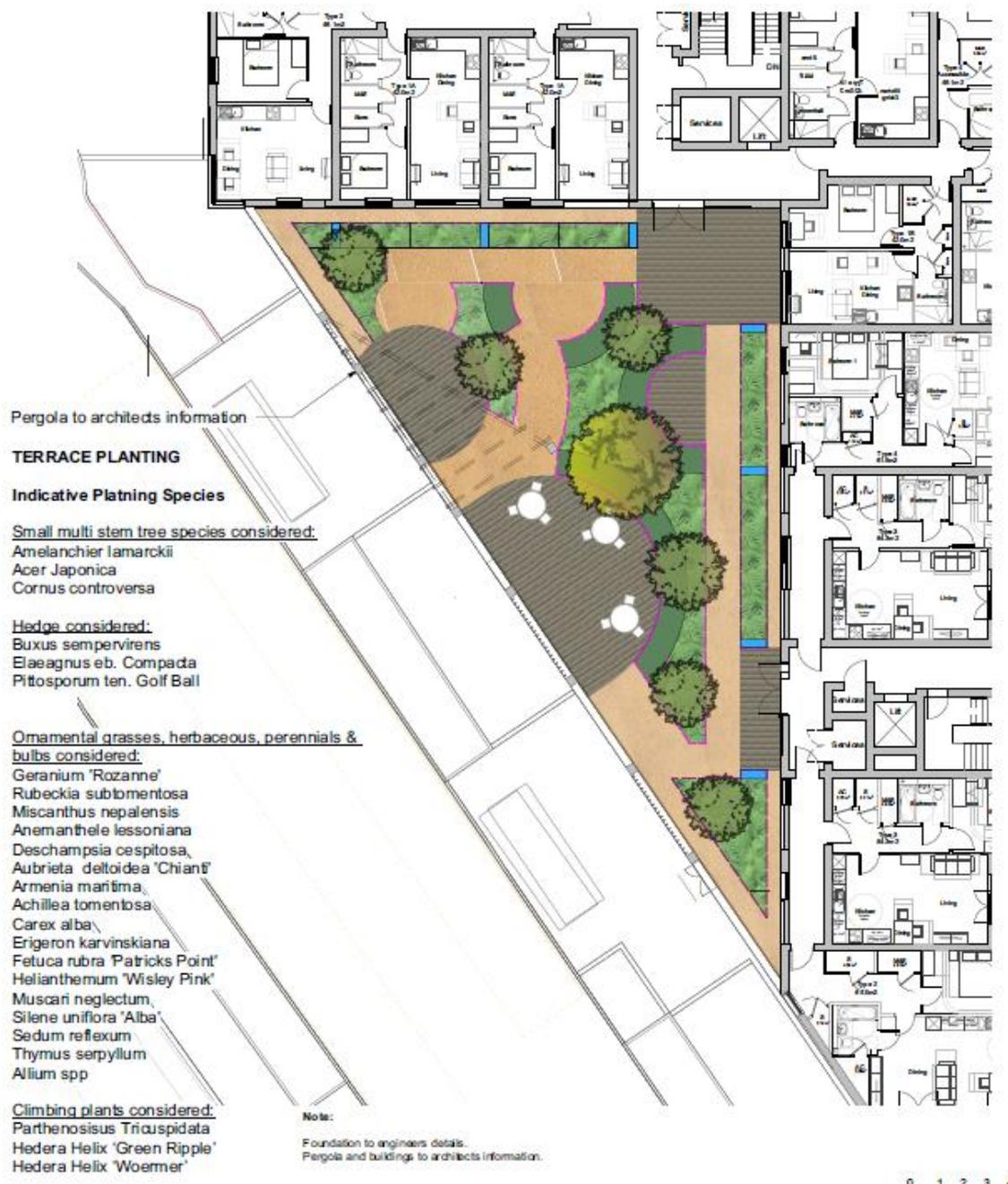


View looking East on Waungron Road (Page 35 of DAS)

- 7.38 The scale, appearance and material palette for the development have been designed taking the character of the surrounding area into consideration, to complement the local area and provide a high-quality scheme which has architectural merit allowing for a contemporary approach to this part Cardiff. As such, the appearance and materials of the scheme are considered to be appropriate and in keeping with the integrity of the surrounding.

Landscaping

- 7.39 As part of the proposals, provision for landscaping has also been made. The landscape design falls into 3 areas; the public space around the building to the north and east of the main building, the roof terrace on the first floor with outward views to the west and the public realm area to the west. Extract of the general arrangement of the terrace is shown below:



General Arrangement Terrace (drawing ref. 1889-URB-XX-XX-DR-LA-XX-016)

- 7.40 Planting around the development seeks to create a natural and lush aesthetic that maintains year-round interest, complements the architecture, and provides a new ecological resource for local wildlife.
- 7.41 A mixture of shrubs, ornamental grasses and perennials will be the basis for planting within the public realm, with species being selected to thrive in their particular conditions on site, be

that within rain gardens, shade, or full sun. The use of grasses in particular creates an extra level of dynamism and sensory experience to the landscape; swaying and rustling in the breeze. An emphasis has been placed on perennial species that benefit the local ecosystem.

- 7.42 Street trees play an integral role in setting the building within the landscape with vertical green height and also feature within rain gardens. Their role in combating climate change is also important, absorbing carbon dioxide and reducing the urban heat island effect. Along Western Avenue and Waungron Road, these have been provided in Tree Pits and Raised Planters because of the location of substantial underground cabling within this area which prevents planting into the ground. Whilst providing a practical solution to overcome this constraint, the planters add interest and a modern vibrancy to the street scene.
- 7.43 The design intention of the bus interchange is to create a welcoming urban design space with shared access. The creation of large, densely-planted rain gardens along footways not only helps to sustainably manage surface run-off water, but also provides a more defensible barrier between pedestrians and the highway which is a more verdant travel experience for both parties.
- 7.44 An extract of the general landscaping arrangement is provided below:



Landscape General Arrangements (drawing ref. 1889-URB-XX-XX-DR-LA-GA-006)

7.45 Full details for hard and soft landscaping for the site is included within the Design and Access Statement (The Urbanist).

Highways & Transport

7.46 By virtue of the type and nature of the proposed development, the project to be a parking free scheme given the occupiers of the general housing need residents are unlikely to be car owners. Moreover, the provision of the bus interchange and proximity to the Waun-gron Park Railway station means that the site is widely accessible without the need of car. As such, the development accords with the objectives of policy T2 as it promotes and ensures the bus is a more attractive and practical travel option is crucial to reducing car dependency, improving accessibility and effecting modal shift.

7.47 Given the location proximity to the City Centre, and accessibility to all facilities that the area has to offer it is considered that there is no requirement for residential parking as part of the development. However, in the instance that a small proportion of residents may have a car,

and office /commercial employees may travel to work by car, there is a variety of on street parking available within 200m of the site, including:

- St Fagans Road - no parking restrictions;
- Fairwater Road - no parking restrictions;
- Norbury Road - no parking restrictions;
- Brook Road - no parking restrictions;
- Kenilworth Court - no parking restrictions;
- Shears Road/Davies Place - no parking restrictions;
- Fairwater Grove west - no parking restrictions;
- Ely Road - no parking restrictions;
- Fairwater Grove east - no parking restrictions; and,
- Western Avenue service road - no parking restrictions.

7.48 In light of the above, it is considered the site is well catered for in terms of services and are appropriately located in terms of distance to allow for the modal shift from vehicles to walking. Therefore, it is considered that the site and proposed development would comply with PPW 10's strategic sustainability objectives, the health and well-being goals and would in line with the active travel principles set out in Welsh Government legislation.

7.49 Following a review of the planning application (ref. 16/01565/MNR) and in particular, comments from the Llandaff residents' society it is clear, that the principle of the public transport interchange in this location was supported, but the design of the scheme was considered unattractive. The main criticism of the design was a wide carriageway, which was criticised for:

- Increasing the opportunities for rat-running by other drivers;
- Creating a complex and confusing road layout, which was perceived as unsafe for pedestrians; and
- Unattractive tarmac layout.

7.50 The previous design focuses on the street as a function, rather than a street as a place for people to dwell and congregate or for pedestrians and cyclists to move around. It is, therefore, considered that there is scope to improve the proposed interchange design and create a more pleasant environment for pedestrians and cyclists, without impacting on the capacity of the interchange.

7.51 Transport Technical Note (dated September 2020), (please see Appendix B of the Transport Statement prepared by Lime Transport January 2021 enclosed within this submission) was prepared and discussions were held with Cardiff Council's highways department to amend the approved interchange road. As part of the new proposals of the interchange it is proposed to provide a narrowed carriageway width of up to 10.2m, with 3.3m wide bus bays (accommodating two bus stops) and a 3.6m wide carriageway. It is anticipated that a two-way system would be maintained and that the 3.6m wide lane would be shared between northbound and southbound buses.

7.52 The main finding of the TS concludes the following:

- *Access:*
 - The development is designed to be car-free and, therefore, there will be no vehicular access to the site. It is also anticipated that all servicing and deliveries will be undertaken from a layby along the northern boundary of the site on Waun Gron Road. It is anticipated that an appropriate Traffic Registration Order (TRO) will need to be implemented to manage the use of the layby and prevent parking by unauthorised vehicles.

- However, pedestrians and cyclists will be able to access the building from Waun Gron road (to the north), Western Avenue (to the east) and the new interchange road (to the west). These accesses will provide access to the main building and the access bike store on the ground floor.
- *Refuse and Servicing:*
 - It is anticipated that residential and commercial/retail refuse will be collected on-street from a layby on Waun Gron Road by the local authority as part of the existing residential waste collection and it is likely to generate a maximum of two trips per week on the same day. One refuse collection will be for general waste collections (bi-weekly) and one for recycling (weekly). Commercial/retail refuse will be collected separately, and it is likely that an additional two trips per week will be generated by these uses.
 - Second bin-store will be provided on the south-western side of the main building and will be serviced from the new interchange road. A dropped kerb will be provided to allow refuse operatives to wheel the bins and load these to the refuse vehicle.
- *Car and cycle parking provision:*
 - It is proposed that the development will be car-free. This is in accordance with national policy as it takes into account the sustainability of the site's location, the characteristics of the development and the local car ownership rate. It is considered that a variation from the local parking standards is justified in this case and a car-free lifestyle is a realistic option
 - Cycle parking will be provided in accordance with the adopted parking standards and visitor parking associated with commercial/retail and office use will be provided in convenient locations in close proximity to the building entrances.
- *Travel characteristics*
 - It is considered that a total of 78 vehicle movements could be generated by the proposed development as a whole (residential, commercial and office), with five vehicle movements in the AM peak and 10 in the PM peak. These are likely to be taxi drop offs and pickups and deliveries and servicing, given that the development is car-free.
 - Based on the level of demand it is considered that the impact of the proposed development on the surrounding transport network will be minimal

7.53 In light of the above, it is considered that the application site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

7.54 It is concluded therefore that there are no transport related issues that should prevent the proposed development.

7.55 Please refer to the Transport Statement (January 2021) prepared by Lime Transport enclosed within this submission for further detail.

7.56 Additionally, following the responses received during the Pre-application Consultation that took place from January – March expressing concern surrounding impact on parking in within the surrounding area, a Technical Note has been prepared by Lime Transport to set out the results of daytime and night time parking beat surveys.

7.57 The report found that the parking survey undertaken during the night and the day are a worst-case scenario, given the restrictions in relation to COVID-19, with majority of people

working from home. The parking stress during the day and night is 63%, with 48 spaces available before practical capacity is reached at 85%. There are 81 spaces during the day and night available for parking before full capacity. It is considered that in the unlikely event of overspill in parking, the surrounding roads can accommodate additional parking associated with the proposed development, as well as, staff associated with commercial space and commuters.

- 7.58 Full details of the survey can be found within the enclosed document ref. Parking Beat Survey dated 06.05.2021.

Ecology

- 7.59 An Ecology Assessment consisting of a desk study and a Phase 1 habitat survey has been undertaken 07 September 2020 by Pure Ecology to evaluate the nature conservation interest of the site and assess the potential impacts of development on wildlife.
- 7.60 The desk study found that the Site has negligible ecological value, consisting almost entirely of hardstanding, with buddleja encroaching at the margins. It is considered unlikely that these habitats would support any protected species. However, it is recognised that the adjacent off-site railway line could potentially provide a habitat for reptiles, and that given its proximity, occasional animals might stray onto the site.
- 7.61 Therefore, precautionary recommendations for careful clearance of the small areas of vegetation that exist on site have been provided. This is to ensure that in the unlikely event that a reptile might be present, no breach of the legislation occurs through killing/injury.
- 7.62 Moreover, recommendations have also been provided with regard to the timing of vegetation clearance with respect to breeding birds. Suggestions for enhancement within the development include the installation of bat and bird boxes on the new dwellings, and wildlife-friendly landscaping. An overview of the assessment main findings are extracted below:

Habitats

- 7.63 There is a band of dense Buddleja davidii scrub along the eastern edge running down to the south corner:



South corner with dense Buddleja

Bats

- 7.64 With regard to bats, following a survey of the building, it is considered that "*There are no roost features for bats to exploit on the Site. The single building (Photo below) is well sealed from the outside and has no external features that could be utilized by roosting bats. All trees on Site are too small to support bat roosts*".



Building north of fence

Breeding Birds

- 7.65 In terms of breeding birds, the ecology report outlines that trees and scrub on the periphery of the site may offer nesting habitat for a range of common garden bird species.

Great crested newts

- 7.66 There are no ponds on the site and no apparent ponds within 250m of the site, so it can be reasonably assumed that great crested newts *Triturus cristatus* are absent.

Reptiles

- 7.67 The data search from SEWBRc included four records of common lizard *Zootoca vivipara* and slow worm *Anguis fragilis*. The closest records were located 265m to the north (common lizard) and 356m to the south (slow worm). The vast majority of the Site is unsuitable for reptiles, consisting only of hardstanding, so it is considered unlikely that a reptile population is centred at the site. However, the proximity of a railway, which often provide good habitat for reptiles, and the existing local records would indicate that there is a small chance of individual animals straying into the vegetated areas around the margins of the Site.

Summary

- 7.68 The report concludes that, "*no further survey work is considered necessary*" albeit, some mitigation measures have been recommended, namely, "*careful site clearance for reptiles and breeding birds*" as a precaution, to avoid any breaches in the legislation occurring from incidental killing and injury to reptiles.

Noise and Vibration

- 7.69 Wardell Armstrong LLP have carried out a noise and vibration assessment to accompany the forthcoming full planning application for the proposed development for living and commercial space including a bus interchange on land at Waungron Road, Cardiff.

- 7.70 The assessment considered the impact of existing noise and vibration upon proposed noise sensitive areas and also the potential impact of the proposed development upon existing noise sensitive receptors. In addition to this, consideration has been given to the internal noise transmission from room to room. As a result of the assessment, noise from the bus interchange and vibration from the railway line were considered not to be an issue for the site. Noise limits have been proposed for the commercial units to ensure they have a low impact on existing and proposed residential receptors.
- 7.71 The noise survey found the main source of noise to be traffic and the railway line. A noise barrier of 1.8m in height is proposed along the external commercial area. No mitigation is required for the winter gardens.
- 7.72 The results of the assessment indicate that façade mitigation would be required for all noise sensitive rooms within the site. The mitigation would largely comprise double glazing, with together with an alternative means of ventilation. Alternative ventilation is proposed to allow windows to remain closed whilst maintaining adequate ventilation. Mitigation measures will be implemented to reduce noise from room to room to an acceptable level.
- 7.73 The activities carried out during the enabling works and construction phase of the development will have the potential to generate short term increases in noise levels at existing dwellings. To minimise potential noise and vibration impacts mitigation measures will be put in place. The impact following mitigation is moderate adverse to none on existing and proposed sensitive receptors.
- 7.74 The assessment concludes that there are no planning or technical reasons why this application should be refused on noise grounds.
- 7.75 Please see the Noise and Vibration Assessment report enclosed within this submission for further detail.

Other Considerations

Contamination

- 7.76 Site investigation and remediation work has been ongoing on the site since its closure as a waste recycling depot in 2014. This was undertaken by Earth Science Partnership Consulting Engineers and is documented in a number of detailed reports. The most recent report undertaken was the Supplementary Controlled Water Risk Assessment. It sets out the findings of previous Desk Study and Report Information of the site, Preliminary Geo-Environmental Risk Assessment and subsequent recommendations.
- 7.77 The report concludes that, based on the remedial works undertaken to date, the site if afforded significant betterment through the removal of impacted soils and assumed removal of a historic tank that has been undertaken previously and not documented. Subsequent post remedial works monitoring, and RTM assessment indicates a likely low resultant risk to the site which will continue to diminish as any remaining plume shrinks as a result of attenuation, dispersion and dilution.
- 7.78 An extract of the recommendations have been included below for clarity:

"Historical information obtained as part of previous reporting identified the location of a probable tank in the north portion of the site. Elevated levels of organic contaminants were identified in the soil, leachate and groundwater and were the driver for the remedial works and supplementary assessment provided in this report.

During this phase of works, no obvious evidence for a tank was identified and it is assumed that removal of the historic tank has been undertaken previously but that this was not documented.

Based on the remedial works undertaken to date, the site is afforded significant betterment through the removal of impacted soils, which we understand has been replaced with clean engineering fill as per the CCC specification.

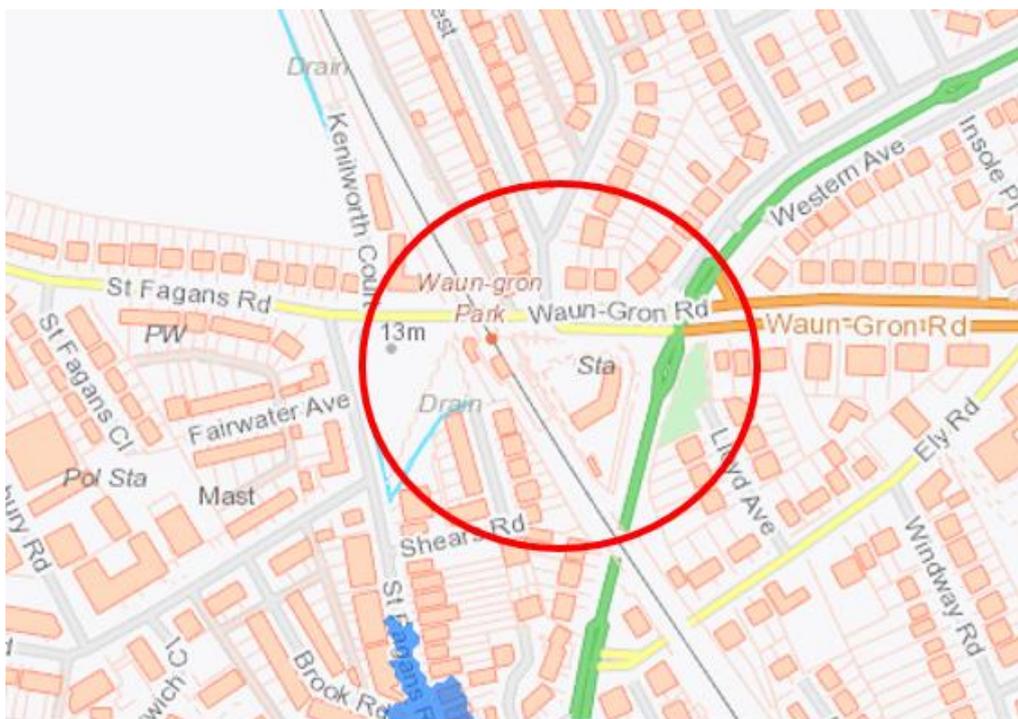
Subsequent post remedial works monitoring, and RTM assessment indicates a likely low resultant risk to the site which will continue to diminish as any remaining plume shrinks as a result of attenuation, dispersion and dilution, and further remedial action in this regard is not considered warranted.

As remedial works have focussed only on the area of the site where the tank and impacted soils were anticipated, during development works, should any features such as previously unidentified contaminated soils or evidence for tanks be identified, works should cease and the advice of ESP sought”.

7.79 Further detail can be found within the ESP Report enclosed within the submission.

Flood Risk

7.80 An extract of NRW Flood Risk Map is included below:



NRW Flood Map Extract

7.81 Consultation of the Natural Resources Wales Flood Map for Planning indicates that the site is not within any flood zones.

Public Rights of Way

7.82 Cardiff councils online mapping system demonstrates there aren't any Public Rights of Way within proximity of the site. As such the site is not considered to be constrained in this respect.



Extract taken from ishare Cardiff

Historic Environment

7.83 The extract taken from the Historic Wales mapping system demonstrates that there no historic feautres within the surrounding area:



Extract taken from Historic Wales

8.0 SUMMARY AND CONCLUSION

Purpose of this Statement

- 8.1 This Planning Statement outlines the context within which the application is made and provides a detailed examination of the main planning considerations raised by the proposals, together with reasoned justification in support of the proposed development. The detailed assessments undertaken and reported are considered to allow the proposals to be viewed favourably.

Summary of Key Considerations

- 8.2 The proposals are considered to accord with planning policies at both the national and local level. In particular, it is considered that there are a number of material considerations in support of the application, which include the following:

- The site is suitable and available for development, the proposed development would utilise a vacant and derelict Brownfield site, bringing it back into beneficial use;
- The site is located within the defined settlement of Cardiff, within proximity to the City Centre location therefore, the principle of developing the site as a mixed-use development would be acceptable in principle in terms of the LDP;
- The site, consisting of previously developed land, would conform with National and Local planning policy objectives favouring the re-development of previously developed land;
- The proposals would provide 44 no. apartments and would assist to provide much needed Council homes in a sustainable location;
- It is considered that the principle of the proposal is acceptable, as has been confirmed through dialogue with the Authority during the pre-application process;
- The proposal would make a meaningful contribution to the Council housing shortage and conform with strategic policy H6 of the LDP;
- The site is located within a sustainable and accessible location – located within proximity to a wide range of services and facilities accessible on foot;
- The proposals support the use of public transport through the bus interchange and support accessibility to sustainable methods of travel;
- The proposed scale of the built form is considered to be appropriate with the character of the immediate surrounds;
- The proposed material palette would enhance the area's visual outlook, and be of sustainable build principles;
- The proposed siting and scale of the proposal has been carefully designed to account for any residential amenity impacts to future users and of residents neighbouring the site;
- The proposed design, scale and massing would not have a material impact upon the adjacent buildings or area;
- The site is not subject to any unresolvable technical, ecological, archaeological/heritage, flood risk and drainage, or other environmental constraints; and
- The proposal comprises high environmental building standards with very low carbon footprint, a new strategic bus interchange for the city with facilities for pedestrians and cyclists – a hub for sustainable and active travel.

Conclusion

- 8.3 Having regard to the above material considerations, it is considered that the proposed development represents an appropriate scheme at Waungron Road and complements the extant planning permission granted for the Bus Interchange. Accordingly, we would respectfully request that the application be approved.

APPENDIX 1 - Decision Notice for Planning Permission 16/01565/MNR

Application No: **16/01565/MNR**

PERMISSION FOR DEVELOPMENT

To:
Mr Howell
City of Cardiff Council
County Hall
Atlantic Wharf
Cardiff
CF10 4UW

Town and Country Planning Act 1990 (As Amended)
Town and Country Planning (Development Management Procedure) (Wales) Order 2012

WHEREAS you submitted an application for Full Planning Permission received on 28/06/2016 for: CARDIFF WEST INTERCHANGE - BUS TRANSPORT HUB CHANGE OF USE FROM WASTE TRANSFER DEPOT TO NEW HIGHWAY INCORPORATING BUS TRANSPORT HUB at HOUSEHOLD WASTE RECYCLING CENTRE, WAUN GRON ROAD, LLANDAFF, CARDIFF, CF5 2JL (hereinafter called "the development");

CARDIFF COUNTY COUNCIL, as the Local Planning Authority for the County of Cardiff, in pursuance of its powers under the above mentioned Act and Orders, hereby PERMITS the development to be carried out in accordance with the application and plans submitted therewith, subject to compliance with the conditions specified hereunder:

1. The development permitted shall be begun before the expiration of five years from the date of this planning permission.
Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. This consent relates to the following plans and documents:

Plans

Existing Site Layout WAU/002/REV D
General Arrangement CO16017/01 (Amended 07/09/2016)
Swept Paths CO16017/02

Documents

CCC Design Statement
CCC Stage 1 County Road Safety Audit Report. Version 1.0 dated 29 June 2016

AECOM Technical Note ref: 60197354 dated 08 July 2016

Reason. For the avoidance of doubt.

3. Should there be any proposed floodlighting associated with the scheme, then prior to commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that :
- Light into neighbouring residential windows generated from the floodlights shall not exceed 10 Ev (lux) (vertical illuminance in lux).
 - Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.
 - The floodlighting shall be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 5%.

The submitted scheme shall include an isolux diagram showing the predicted illuminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent properties.

The approved scheme shall be implemented prior to beneficial use and be permanently maintained.

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

4. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to, and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The plan shall provide for:
- (a) the parking of vehicles of site operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials used in constructing the development
 - (d) the erection and maintenance of security hoarding
 - (e) wheel washing facilities
 - (f) measures to control the emission of dust and dirt during construction
 - (g) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

5. No part of the approved development shall proceed until detailed assessments of any potential noise and air quality impacts that the development may have on the local environment are submitted and approved by the LPA. Should the assessments indicate that the development will negatively impact upon noise and air quality of the local environment, then appropriate mitigation measures must be developed and their effectiveness assessed and be approved by the LPA prior to the development commencing. If appropriate mitigation measures to protect the local environment from the impacts of the development cannot be

implemented to ensure compliance with existing statutory environmental requirements, then the development will not proceed.

Reason: To ensure that the development does not have a detrimental impact on the local environment as per Detailed Policy EN13 of the Cardiff LDP 2006-2026.

6. No development shall take place until details showing the provision of cycle parking spaces have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the development being put into beneficial use. 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.
7. No development shall take place until a scheme for the drainage of the site and any connection to the existing drainage system has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the scheme is carried out and completed as approved.
Reason: To ensure an orderly form of development.
8. No surface and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network
Reason. To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution or detriment to the environment.
9. Details of the design and siting of litter bins shall be submitted to and approved in writing by the local planning authority. The approved bins shall be provided prior to the beneficial use of the development and shall thereafter be maintained.
Reason. To ensure an orderly form of development.
10. No equipment, plant or materials shall be brought onto the site for the purpose of development until retained trees on and adjacent to the site and specified on a submitted and approved plan have been protected.

Unless otherwise agreed in writing by the Local Planning Authority, protection shall be maintained throughout development until all site operations are complete and shall comprise barriers of weld-mesh panels firmly fixed to a braced scaffolding framework, conforming to the current British Standard for trees in relation to construction and located to exclude building operations from an area that extends to at least 2 metres beyond the edge of the tree canopies closest to the works.

A small opening may be left to allow normal garden activities, but no materials, plant, equipment or waste relating to the development shall be placed, deposited or operated within the protected area. No concrete mixings, fuels or other contaminants shall be discharged where they can detrimentally affect retained trees on or adjacent to the site and fires may

not be lit in a position where their flames can extend to within 5m of any part of a retained tree on or adjacent to the site.

Reason : To protect trees of amenity value that might be damaged by building works or related operations.

11. No equipment, plant or materials shall be brought onto the site for the purpose of development until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels, earthworks, hard surfacing materials, proposed and existing services above and below ground level, planting plans (including schedules of plant species, sizes, numbers or densities, and in the case of trees, planting, staking, mulching, protection, soil protection and after care methods) and an implementation programme. The details shall be consistent with other plans submitted in support of the application and the landscaping shall be carried out in accordance with the approved design and implementation programme.

Reason : To enable the Local Planning Authority, to determine that the proposals will maintain and improve the amenity of the area, and to monitor compliance.

12. Any trees, plants, or hedgerows which within a period of five years from the completion of the development die, are removed, become seriously damaged or diseased, or become (in the opinion of the Local Planning Authority) otherwise defective, shall be replaced in the current planting season or the first two months of the next planting season, whichever is the sooner, unless the Local Planning Authority gives written consent to any variation.

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

13. Notwithstanding the submitted plans, details of the bus shelters shall be submitted to and approved in writing by the local planning authority. The shelters shall be implemented as approved prior to the beneficial use of the development.

Reason. In the interests of visual amenity.

14. No development shall take place until samples of the external finishing materials have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

All policies and proposals in the Development Plan which are relevant to this decision

are listed in the report on the Application.

IT IS IMPORTANT THAT YOU SHOULD READ THOSE NOTES ON THE ATTACHED SHEET WHICH ARE RELEVANT TO THIS TYPE OF APPLICATION.

Dated: 01/11/2016



James Clemence
HEAD OF PLANNING
County Hall, Cardiff, CF10 4UW

IT SHOULD ALSO BE NOTED THAT :

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.

That the applicant liaise directly with the Councils Transport Vision, Strategy & Policy Team in order to identify those sections of footway that will be/become shared use (pedestrian/cycle) in order to link the site to the wider highway network and to ensure that these routes will be legible.

APPENDIX 2 – Design Commission for Wales Response



Design Review Report

Former Waungron Recycling Depot

DCFW Ref: N227

Meeting of 14th May 2020



Review Status

Meeting date
Issue date
Scheme location
Scheme description
Scheme reference number
Planning status

Confidential

14th May 2020
20th May 2020
Cardiff
Residential/mixed use
N227
Pre-application

Declarations of Interest

Panel members, observers and other relevant parties are required to declare ***in advance*** any interests they may have in relation to the Design Review Agenda items. Any such declarations are recorded here and in DCFW's central records.

DCFW panellist Chris Jefford previously worked for Powell Dobson Architects but did not work on this project. All were content to proceed following this declaration.

Consultations to Date

No previous reviews of proposals for this site by DCFW.

Note on current operational context:

The Design Commission for Wales is operating during necessary public health measures due to the impact of the Coronavirus COVID-19 pandemic and this report follows the recent online review meeting.

The Proposals

The proposal is for circa 50 flats located adjacent to a proposed new transport interchange aligning bus services with Waun-gron Park train station. Half of the flats will be designated as move-on accommodation for young people (aged 19-21) with dedicated staff support, and the other half will be general needs accommodation. Each element will be self-contained and have independent access. The proposals will also include some mixed use on the ground floor and associated servicing, amenity space and public realm.

Main Points

The principle of a car-free, mixed use development adjacent to a new public transport interchange is appropriate for this location and welcomed by DCFW. It is a pro-active response to policy and will support the city's ambitions for modal shift and active travel as well as national policy supporting transit-oriented development. It is positive that, as a Cardiff Council developed scheme, there can be coordination between the proposed residential element and the bus station which will be essential for the success of the overall scheme.

Development of the brief

At this stage there seems to be potential for flexibility in the brief for the mix of uses on the site. Further exploration of options is strongly encouraged to ensure that the right mix is achieved and to support the activation of the ground floor of the development.

An important consideration is how this development sits in the context of other local centres and local shops and facilities. A review and mapping of existing provision will help to clarify whether this is a local centre itself or where it fits in the neighbourhood structure. However it is defined, it will be important to fully explore all options for uses including shops, cafes, flexible working space, childcare, community facilities, bike repair etc., all of which support this as a transit oriented development. Community consultation could feed into this process and may identify local needs that the development could meet.

By incorporating a greater range of uses on the ground floor the development becomes more outward looking and provides a greater level of natural surveillance to the surrounding streets.

Bus interchange environment

While providing enhanced connectivity for the development site and wider neighbourhood, care is needed to ensure that the environment that is created is positive. Currently the service area of the development is located adjacent to the transport interchange which raised concern as this will be an inactive frontage. Active uses on the ground floor adjacent to the bus stops would help to activate this area and provide natural surveillance helping to create a more positive environment. Overlooking from higher-level windows and balconies can be helpful but the ground floor is critical.

There appears to be an opportunity to better integrate the proposed scheme with the bus station proposals which date back to 2016 and may be in need of updating in some areas. The proposals for the bus stop area could be enhanced with greater consideration of high quality public realm including landscaping and more transport options. Opportunities to use available space for integrating planting and trees would help to soften the space, increase biodiversity and could be combined with sustainable drainage. Currently a lot of space is given over to buses and it is not clear whether all this space will be needed from the outset. If not, there could be the opportunity to phase the bus stop provision and provide an interim landscape option. Allowing space for change and flexibility within the transport interchange is an important consideration given the ever-changing innovations in transport infrastructure.

Other transport options that could be introduced to create a Mobility Hub include Next Bike/electric bike hire, scooter hire, a car club space and more general cycle parking. The street environment currently feels very bus dominated and better crossing facilities would benefit pedestrian movement to and from the interchange. Signage should be considered at an early stage to avoid clutter and dominance of the environment.

Whilst there are many unknowns, the medium to long term implications of COVID-19 and resulting social distancing and knock-on implications for public transport, residential and mixed-use environments should be considered.

Form and complexity

The proposed form will be closely linked to the opportunities presented at ground floor level. If there is the opportunity to increase active ground floor uses this will open up the exploration of different forms and massing above ground floor level. The 'L' shaped option with a ground floor plinth identified at the options exploration stage seems to offer more positives than the others and could be a more useful starting point. The current proposals enclose the third edge adjacent to the transport interchange which makes the block very confined and blocks light into the other blocks.

The aim for this to be a 'striking' development needs more exploration and clarification. It is a conspicuous site and the development will be of a larger scale to buildings within its context which will already give it prominence. It is, therefore, questionable whether the architecture needs to add to another level of 'volume' to this. A well-formed, simpler building with attention to detail and high-quality materials may be a more suitable approach. Local and wider views should be considered when exploring the options. Reducing the complexity of the current proposals should also be explored.

Communal and amenity space

Space for social interaction and a sense of community to develop are good aspirations for both residential elements. Consideration could be given to redistributing some of the space, the majority of which is currently given to the move-on units. Options for increasing the amount of external communal amenity space should also be explored, potentially utilising a podium level. Balconies are a welcome element of the brief but may benefit from being closable winter garden spaces to manage the impact of noise and pollution given the context.

Working with the Cardiff Council housing team to fully explore and understand the needs of residents within the move-on units should help to shape the internal space. An atrium may not be the most appropriate type of space but there may be other ways to help design in the desired opportunities for meeting people and an additional, communal space to spend time.

Next steps

We encourage the project team to fully explore the options for the mix of uses within the scheme which will help to positively steer the design. Collaboration with transport and highways colleagues within the local authority and Transport for Wales will be critical for the unification of this space and to ensure a positive setting for the development is delivered.

We would welcome the opportunity to review the scheme again when it has been developed but well in advance of a planning application.

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A Welsh language copy of this report is available upon request.

Attendees

Design Team: Bernadette Kinsella, Powell Dobson Architects
Lucy McNamara, Powell Dobson Architects

Client Team: Abigail Philips, Cardiff Council
David Jaques, Cardiff Council
Joseph Thomas, Cardiff Council

Local Authority: Mike Biddulph, Cardiff Council

Design Review Panel:

Chair Cora Kwiatkowski
Lead Panellist Matt Thomas, Steve Smith
Panel Chris Jefford
Carole-Anne Davies, DCFW
Jen Heal, DCFW
Efa Lois, DCFW

**APPENDIX 3 – Pre- application Response (Ref.
PA/21/00013/MJR)**

Application No. / Rhif Cais: **PA/21/00013/MJR**
Date / Dyddiad: **17/03/2021**

Mr G John
Geraint John Planning
Office 16
House 1, 2nd Floor The Maltings
East Tyndall Street
Cardiff
CF24 5EA

Dear Mr John

Pre Application Enquiry No. PA/21/00013/MJR

Proposal: MIXED USE HOUSING DEVELOPMENT COMPRISING 50 No. 1 & 2 BEDROOM APARTMENTS, OFFICE AND COMMERCIAL SPACES, ALONG WITH THE PROVISION OF A NEW HIGHWAY TO ACCOMODATE A BUS INTERCHANGE, IMPROVED CYCLE AND PEDESTRIAN ACCESS AND ASSOCIATED WORKS.

Location: LAND AT FORMER WASTE TRANSFER CENTRE, WAUN GRON PARK, FAIRWATER CF5 2LJ

I refer to your submission dated 8th March 2021. This letter outlines the principal considerations the Local Planning Authority will take in the determination of the proposed development for 50 apartments and bus interchange.

1. PLANNING POLICIES

- 1.1 The site falls within the settlement boundary as defined by the LDP Proposals Map and has no specific land use policy designation or allocation.
- 1.2 The site comprises a vacant brownfield site that previously accommodated a household waste recycling centre and which ceased operating in April 2014 as part of a wider rationalisation of the Council's waste services. The context of the surrounding area is residential.
- 1.3 Policies H6: Change of Use of Redevelopment to Residential Use, T3: Transport Interchanges and R6: Retail Development Out- of- Centre are relevant to an assessment of the proposal.
- 1.4 Policy H6: Change of use or Redevelopment to Residential Use permits the



- change of use of redundant land for residential use where:
- (i) There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement;
 - (ii) The resulting residential accommodation and amenity will be satisfactory;
 - (iii) There will be no unacceptable impact on the operating conditions of existing businesses;
 - (iv) Necessary community and transportation facilities are accessible or can be readily provided or improved; and
 - (v) It can be demonstrated that the change of use to a more sensitive end use has been Assessed in terms of land contamination risk and that there are no unacceptable risks to the end users.
- 1.5 Considering the proposal against this Policy H6, the site comprises a vacant brownfield site. With Western Avenue to the eastern boundary, the site is located in a highly sustainable location, well related to the primary highway on a major route in/out of Cardiff City Centre with a frequent bus route in both directions. In addition Waun Gron railway station is located in close proximity, providing direct links to Cardiff city centre. Given the site is set with a residential context, the residential development of the site is considered compatible with the surrounding land uses.
- 1.6 Policy T3: Transport Interchanges supports the provision and improvement of transport hubs to facilitate the transfer between transport modes and minimise travel demand and reduce car dependency.
- 1.7 Given that the site falls outside of any centres designated for retail, the proposals should also be considered against Policy R6: Retail Development (Out of Centre). Local Development Plan Policy R6 only allows for retail development outside the Central Shopping Area, District and Local Centres identified on the Proposals Map if the proposal would meet the following criteria:-
- (i) There is a need for the proposed floorspace (with precedence accorded to establishing quantitative need);
 - (ii) The need cannot satisfactorily be accommodated within or adjacent to the Central Shopping Areas, within a District or Local Centre;
 - (iii) The proposal would not cause unacceptable harm to the vitality, attractiveness or viability of the Central Shopping Area, a District or Local Centre or a proposal or strategy including the Community Strategy, for the protection or enhancement of these centres;
 - (iv) The site is accessible by a choice of means of transport; and
 - (v) The proposal is not on land allocated for other uses. This especially applies to land designated for employment and housing, where retail development can be shown to limit the range and quality of sites for such use.
- 1.8 In this instance the retail floorspace proposed is modest in scale A1 (106.2sq m) and A3 (138.5sq m) and will provide local shopping facilities to serve the new



resident population and provide an ancillary function to the operation of the transport hub.

- 1.9 Any future application should demonstrate the retail element of the proposal complies with the criteria of Policy R6.
- 1.10 Assessed against the above policy framework, in principle, the proposal raises no land use policy concerns.
- 1.11 It is considered that the following LDP policies are relevant to this development:-

KP3 (B) Within the Settlement Boundary
KP5 Good Quality and Sustainable Design
KP7 Planning Obligations
KP8 Sustainable Transport
KP12 Waste
KP14 Healthy Living
KP15 Climate Change
KP16 Green Infrastructure
H3 Affordable Housing
H6 Change of use or redevelopment to residential use
EN5 Designated Sites
EN7 Priority Habitats and Species
EN8 Trees, Woodlands and Hedgerows
EN12 Renewable Energy and Low Carbon Technologies
EN13 Air, Noise, Light Pollution and Contaminated Land
EN14 Flood Risk
T1 Walking and Cycling
T2 Strategic Bus Corridor
T3 Transport Interchanges
T5 Managing Transport Impacts
T6 Impact on Transport Networks and Services
C1 Community Facilities
C3 Community Safety/Creating Safe Environments
C5 Provision for Open Space, Outdoor Recreation, Children's Play and Sport
C6 Health
R6 Retail Development (Out of Centre)
R8 Food and Drink Uses
W2 Provision for Waste Management Facilities in Development.

Planning Policy Wales edition 11 (recently published)

2. PLANNING SPGs

- 2.1 It is considered that the following SPGs are relevant to this development:-



Managing Transportation Impacts (incorporating parking standards)
Archaeology and Archaeologically Sensitive Areas
Energy Efficient Designs for New Residential Development
Green Infrastructure
Ecology and Biodiversity
Soils and Development
Planning Obligations
Open Space
Residential Design Guide
Trees and Development
Waste Collection and Storage Facilities
Tall Buildings
Food, Drink and Leisure Uses
Shopfront Design and Signage

The LDP policies and SPGs are available for inspection on the Council website.

3. PLANNING HISTORY

- 3.1 16/01565 CARDIFF WEST INTERCHANGE - BUS TRANSPORT HUB
CHANGE OF USE FROM WASTE TRANSFER DEPOT TO NEW HIGHWAY
INCORPORATING BUS TRANSPORT HUB Approved 01/11/2016

4. INTERNAL CONSULTATIONS

- 4.1 The Tree Officer states:

The design of development should be informed by a tree assessment in accordance with the Trees and Development TGN.

The design is notable for the large extent of the building footprint, hard landscaping and engineered SuDS features. Soft landscaping is restricted to exceedingly narrow, peripheral beds and incorporates trees that in some cases are tight to the building line. Large species trees are one of the most effective natural SuDS features but this development affords inadequate space for such. Highly linear beds, particularly those with SuDS functionality, will only support small or tightly fastigiated trees – i.e. those that impact the least in terms of SuDS benefits, visual amenity and mitigating the impacts of climate change. I consider that the design of development should be amended to accommodate a significant increase in soft landscaping, with planting beds designed specifically to support the healthy growth of large, long-lived trees. A small number of large, long-lived trees are preferable to larger numbers of small trees planted into constrained and fragmented beds. I have attached a list of trees considered appropriate for SuDS functions.



Where planting beds cannot be anything other than small/surrounded by hard landscape, provision needs to be made for secondary rooting via soil cells/crates or structural soils – e.g. ‘Stockholm’ systems.

A detailed, upfront landscape design should support any full or reserved matters application and comprise: -

- A soft landscaping implementation programme.
- Scaled planting plans prepared by a qualified landscape architect.
- Evidence to demonstrate that existing and proposed services, lighting, CCTV, drainage and visibility splays will not 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 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.

4.2 Shared Regulatory Services states:

In reviewing available records and the application for the proposed development, the site has been identified as a former cleansing and civic amenity depot for the western part of Cardiff; accommodating and servicing vehicles on site for refuse collection, street cleansing, gulley cleaning and container collections in addition to providing civic amenity skips. More recently, the site was used as a Local Authority Household Waste and Recycling Centre. Records also indicate the existence of a fuel tank at the site.

Activities associated with this use may have caused the land to become contaminated and therefore may give rise to potential risks to human health and the environment for the proposed end use. An assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is therefore required.

The enquiry submissions indicate that proposals include earthworks and landscaping. It should be noted that materials currently on site may be affected by contamination from the former use and may not be suitable for re-use. In addition, any imported materials proposed will need to be assessed prior to import. Assessments submitted will therefore also need to consider the suitability of site won and imported materials in relation to human health and the environment.

The enquirer is advised to undertake geo-environmental assessment of the site, in line with current guidance, which is included with this response.

Depending on the information submitted with a formal planning application, Shared Regulatory Services Environment Team may request geoenvironmental conditions as part of any consent granted, to address potential contamination issues in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan. The general form of these conditions is included below for information:

CONDITIONS

PC14A. CONTAMINATED LAND MEASURES – ASSESSMENT

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) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;



- (ii) 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;
- (iii) 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 at (i)
- (iv) 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.

PC14B. CONTAMINATED LAND MEASURES – REMEDIATION & VERIFICATION PLAN

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 in accordance with policy EN13 of the Cardiff Local Development Plan.

PC14C. CONTAMINATED LAND MEASURES - REMEDIATION & VERIFICATION

The remediation scheme approved by condition x (PC14B 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 in accordance with policy EN13 of the Cardiff Local Development Plan.

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PC14D. CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION

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.

PC15A IMPORTED SOIL

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 in accordance with policy EN13 of the Cardiff Local Development Plan.

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PC15B IMPORTED AGGREGATES

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

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

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

PC15C USE OF SITE WON MATERIALS

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.

4.3 The Parks Officer states:

Apart from the 1st floor roof terrace, the landscape includes the resurfacing of existing footways on Waun-gron road and Western Avenue as well the creation of new public realm around the proposed bus interchange.

The applicant has submitted a good landscape submission for a pre-application. The provision for both blue/green roofs, rain gardens incorporated into the street scape, creative sheet artwork, and reference to creative hardscape design, shows the applicants intent to provide a high quality submission.

However, at this PA stage, it is important that the conceptual design is taken through to detailed design. Parks have not yet considered a deduction in POS contributions yet, due to no parameter plans being provided for consideration or assurance that the work will be constructed to the high standard envisioned

at the PA stage. Please refer to Open space Provision at the back of Parks comments.

General Arrangement

Tree Planting

All tree planting to be further developed that demonstrates appropriate rooting volume. Where room is constrained, provide soil cell systems or other systems acceptable to parks must be provide on the next submission. Please also coordinate the location of all existing and proposed underground and above (if applicable) utilities to ensure the tree planting can be achieved.

Tree planting along the kerb edge with Western Avenue would allow the selection of species that have broader canopies and that would make a more significant contribution to Green Infrastructure. This might require an adjustment to the extent of the SuDS planters shown to the east of the building, so that the footway is wide enough.

Tree species for public realm areas should be specified through consultation with Cardiff's tree officer.

Hard Surfacing

The hard surfacing proposals reference the Cardiff Public Realm Manual which is welcomed. However, the proposed hard surfacing material palette references high quality paving bonds and materials but does not reflect in the current design. The image on the NW corner of the hardworks plan resembles a different style, direction, and bond. This should be developed and submitted in the next submission.

The tactile paving material and layout adjacent to road crossings should be coordinated with the highway engineer's design.

The pre-application does not include material choices for the raised table crossings, or for the roads areas. An alternative to black asphalt in the road area of the interchange would help to further define a sense of place, subject to highways approval.

The roof terrace on the first floor

Raised planters adjacent to apartment windows may not be viable for privacy reasons unless they are part of the curtilage of the same apartment. Certainly, the provision of a soft landscape strip (and hedge, as shown) is needed for privacy.

The proposed drainage layout indicates a proprietary drainage system for the communal roof terrace. Full details will be required for each of the soft

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landscape elements to demonstrate sufficient drainage and growing media to support the healthy growth of the intended planting.

Decorative artwork retaining wall

This is a welcome suggestion seeing as the industrial appearance of the sheet pile retaining wall would otherwise mar the character and experience of the bus interchange. Detailed design of the art panels might consider the local history of the area, or a suitable contemporary and inclusive environmental or townscape theme appropriate to the location.

Detailed design must fully consider health and safety, and maintenance. The servicing of light fittings and avoidance of litter traps are predictable but important considerations that might otherwise make this great idea less of a success. Maintenance and safety inspection schedules should be submitted alongside the detailed plans.

Submission requirements

SuDS

The pre-app plans show a variety of SuDS planters and an appropriate range of planting species. Coordinated details for SuDS planters are required, illustrating all the build up layers including drainage and growing media, and planting plans & schedule.

Planting

Detailed planting plans are required including

Planting design scaled at 1:100 illustrating plant locations, plant schedule (Botanical name, size, pot size, density, quantity), soil depths and soil specifications.

Tree pit design including soil specifications, depths, and soil cell systems (coordinated with existing and proposed utilities).

Details for all planted elements on green roofs including drainage and growing media.

A 5 year management plan

Hardscape

Hardscape should be designed further based upon the above comments & in accordance with 'access for all / inclusive design' / DDA principles'; minimising slopes, steps and ramps whilst providing adequate drainage. 'Inclusive design; the built environment handbook' is endorsed by The Welsh

Government and Design Council for Wales. Full details of surfacing materials including typical build ups and proposed spot levels are required.

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.

The applicant is to submit a Landscape Parameter plan for the green rood for parks consideration. This will need to ensure the same high quality of work is carried forward to detailed design of this POS contribution is considered for deduction.

Based on the information provided on the number and type of units, I have calculated the additional population generated by the development to be 116.5. This generates an open space requirement of 0.28 ha of on-site open space based on the criteria set for Housing accommodation, or an off-site contribution of £120,874. I enclose a copy of the calculation

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:

- Llandaff Fields (outside ward)
- Insole Park
- Waun Gron Park (outside ward)
- Victoria Park (outside ward)
- Thompson Park (outside ward)
- Trelai Park

And further states:



One item we weren't sure of was the temporary and permanent units? Are these sheltered housing or affordable units? Currently our calculation is based upon standard housing. Please advise and I can adjust if necessary.

Also, parks are prepared to consider the upper green roof for possible POS deduction. But please see our comments. We will need a parameter plan to determine the calculation.

Notes below will be added back to the comments once you confirm the above.

Notes relating to Affordable Housing Schemes

The request for an offsite contribution is applied consistently across both private and affordable house developments. In providing for the additional residents the development will result in increased use of local public open spaces, with a corresponding need for increased maintenance, more rapid upgrading and potential expansion of existing facilities. This is regardless of the financial model for the development.

Notes relating to provision of sheltered housing/residential homes

The calculation for sheltered housing / residential homes applies a lower rate compared to the full amount required for general purpose housing. This takes into account omission of the play provision element which is not applicable, the reduced use of formal sporting facilities.

Although sheltered housing/residential homes usually provide some garden space available to residents, it is reasonable to assume that nearby and large city-wide parks such as Roath Park will be used by residents, so improvements to these will be of benefit. Parks actively try to provide facilities for the older population to encourage use of parks, with the enjoyment and health benefits they can provide.

4.4 The Regeneration Officer states:

If a planning application were to be submitted we would request funding for off-site community facility provision in line with the Cardiff Planning Obligations SPG 2017 (Section 8 – Community Facilities) and in line with the LDP. For a development including 45 x 1 bed dwellings & 5 x 2 bed dwellings we would request £37,411.20.

Details of funding requested and how it would be allocated will be provided if a formal planning application is submitted and approved.

4.5 The Waste Officer states:



The residential refuse storage areas, shown in the preliminary site plans, have been noted and are acceptable, however in a mixed development, a strict separation of waste is required to ensure that commercial waste does not enter the domestic waste stream. Separate storage areas must be identified on site plans for the commercial units.

Future site plans need to show the full bin provision, as specified below, can be accommodated within the store, with sufficient space around each receptacle (0.2m on all sides, 0.5m at the front of bulk bins to allow the lifting of the lid).

Residential

For 50 apartments, the development will require storage for:

Dry Recyclables: 6 x 1100 litre bulk bins

Food waste: 3 x 240 litre bins

General waste: 6 x 1100 litre bulk bins

This is the total amount for the residential element of the development and can be split between the two proposed residential storage areas.

Communal bin stores should have double doors that open outward with retainers. Surfaces should be smooth and impervious to permit cleaning and the floor must be laid to create suitable drainage. Adequate lighting must be provided - natural or artificial, and good natural ventilation if completely enclosed.

A designated area for the storage of bulky waste is now a compulsory element of all communal bin stores. This area on the submitted plan has been noted and is acceptable.

The developer is advised; as bulk containers are required for this development, access paths to the kerbside for collection should be at least 1.5 metres wide, clear of obstruction, of a smooth surface with no steps. Dropped kerbs should also be provided to ensure safe handling of bulk bins to the collection vehicle.

Please be advised that the developers of all new residential units are required to purchase the bin provision required for each unit. The bins have to meet the Council's specification (steel containers are required where capacity exceeds 240 litres), 660litre/1100 litre wheeled bins should be ordered via our bin order form located at www.cardiff.gov.uk/wasteplanning.

Please advise the agent/applicant that a commercial contract is required for the collection and disposal of all commercial waste (see extract from the Waste Collection and Storage Facilities SPG below):

GWEITHIO DROS GAERDYDD, GWEITHIO DROSOCH CHI

Mae'r Gyngor yn croesawu gohebiaeth yn Gymraeg, Saesneg neu'n ddwyieithog. Byddwn yn cyfathrebu â chi yn ôl eich dewis, dim ond i chi roi gwybod i ni pa un sydd well genynch. Ni fydd gohebu yn Gymraeg yn arwain at oedi.

WORKING FOR CARDIFF, WORKING FOR YOU

The Council welcomes correspondence in Welsh, English or bilingually. We will ensure that we communicate with you in the language of your choice, as long as you let us know which you prefer. Corresponding in Welsh will not lead to delay.



- 45dB LAFmax
- 55dB LAeq, 16hour in external amenity space

Details of any Ventilation Scheme shall also be submitted. The development shall not be beneficially occupied until such time as the formal written approval of the validation has been issued by the Local Planning Authority. Reason: To ensure that the amenities of future occupants of the development are protected from environmental noise;

2. In accordance with the Noise and Vibration Assessment Report (Ref CA11784-0001) the noise rating level from the commercial activities at the site shall not exceed 41dB (day) and 26dB (night) at any residential property when measured and corrected in accordance with BS 4142: 2014 +A1 2019 (or any British Standard amending or superseding that standard).

The report also details good mitigation measures during the construction stage, with reference with BS5228. On this I would advise we are likely to request a CEMP type condition on any permissions granted and would expect reference made to this report in writing of that CEMP document – specifically around justification for piling methods, mitigation measures, vibration assessments during such activity, and working within the following hours:

0800 – 1800 Monday – Friday;
0800 – 1300 Saturday.

- 4.7 Any further internal consultee responses received will be forwarded to you.

5. SITE ISSUES

- 5.1 The site is not in a Conservation Area and there is no ancient monument, listed building nor locally listed building within the vicinity of the site. The nearest listed building is some 220m to the east, the Fairwater Conservative Club and associated stables, but this is set back behind existing residential development. The site is not affected by an Article 4 Direction. The site is not within an historic park, garden nor historic landscape. No part of the site is within a SINC. The site is not within an SSSI. The site is not within an archaeological sensitive area. The site is not in a strategic flood zone.
- 5.2 The nearest properties to the site are primarily two storey houses. An elevated railway line adjoins the western boundary of the site.



6. CONSULTATIONS ON A FUTURE APPLICATION

- 6.1 When you submit a planning application we would intend to carry out internal consultations with the Design Team, Ecologist, Tree Officer, Transportation Officer, Drainage Officer, Parks Officer, Noise and Air Team, Pollution Control, Waste Officer and Regeneration Team.
- 6.2 Externally we would consult with GGAT, NRW, Welsh Water, Transport for Wales and Police Liaison Officer when a planning application is submitted. You may wish to consult with Wales and West Utilities directly. In addition the application would be advertised in the press and on site and Local Members and surrounding occupiers would be notified and invited to comment.
- 6.3 In view of the size of the development the applicant would need to undertake a pre-application consultation exercise before submitting a planning application.

7. DESIGN

- 7.1 The submission, being between 4 and 7 storeys, and located in an area of principally 2 storey hipped roofed interwar semi-detached homes with reasonable setbacks, is distinctly out of character. The scheme is considered to be: quite slab like, lumpy, a bit dull, and massive.
- 7.2 It was noted that work by the same architects for Linc housing in the DAS had a more sympathetic scale, more articulation and more richness.
- 7.3 An element of height to create some form of landmark on the ring road is supported, but that this is not considered appropriate for the bulk of the scheme.
- 7.4 It was noted that the stairwells are very prominent, dark and quite overbearing in character, as features of the façade. Their provision on the frontage seems to add to the height.
- 7.5 It was noted that the apartment elevations seem to merge into the stairwell facades and they might be better framed around the windows/fenestration, in order to be more distinct.
- 7.6 Does the development require two sets of staircases and lifts rather than be designed around one central stairs and lift?
- 7.7 Homes have balconies or winter gardens depending on aspect. This is fine. The scheme also includes a landscaped balcony to the rear. This could be quite bleak and so the detail would need to be carefully scrutinised.
- 7.8 On the rear façade there is a blank ground floor wall and it may be advisable to



extend the art work onto this wall which may otherwise suffer vandalism when the interchange is quiet or not in use.

- 7.9 There is cycle storage for the residents and office users, but nothing for users of the shops and bus interchange. Is a public toilet necessary for the use of passengers in transit? There is no mobility scooter storage provision for future residents.
- 7.10 It is noted that one retail unit just faces the interchange. It is questioned whether this would be a successful commercial location and we would suggest at least some presence onto the main frontage for any commercial space requiring a shop frontage.
- 7.11 There is no provision of electric charging for the buses, and no bin store for the shops. It is unclear whether there is external bin storage for the various non-residential uses on this site.
- 7.12 You have previously received an image of a revised design from the Design Team in February which I hope is of some assistance to you.

8. S106

- 8.1 Parks and Regeneration will require S106 contributions towards off-site POS and community facilities.

9. CONCLUSION

- 9.1 The pre app sites falls within the settlement boundary as defined by the LDP proposals map.
- 9.2 The pre-app raises no land use policy concerns.
- 9.2 On the basis of the information that I currently possess and having carefully considered the submission then I consider that in view of the earlier consent for a bus interchange and LDP policies a bus interchange is likely to be acceptable. I consider that the layout of the proposed residential development is likely to be acceptable. However, the scale and appearance of the development should be further considered in view of the above comments.
- 9.3 I believe that you will need to submit the following information with your planning application:-

Plans, drawings and surveys

DAS (including reference to Renewal Energy/Low Carbon Technologies Assessment)

Pre-application Consultation report



Topographical Survey
Air Quality Assessment
A detailed, upfront landscape design
Geotechnical Survey
Contamination Study
Transportation Assessment
Noise Report

- 9.4 You have not sought a screening opinion for this site but in view of the scale of the development and that the site does not appear to be environmentally sensitive our view is that an Environmental assessment is not required in this case.
- 9.5 Advice given in respect of this submission is based upon known material planning considerations, and is therefore time sensitive. Such advice may be subject to change should, for example, planning legislation, policies or guidelines change.
- 9.6 This advice is provided without prejudice to the consideration of a future planning application, having regard to the consultations received and the ability of the Planning Committee to determine such an application on its planning merits.
- 9.7 You will need to contact the SAB team separately to discuss and obtain approval for SUDs.

This is an informal opinion that is not binding upon the council. Other matters not addressed above may come to light during the processing of any subsequent application.

Yours sincerely

David Davies
Principal Planning Officer

