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LATE REPRESENTATIONS

Committee PLANNING COMMITTEE

**Date and Time
of Meeting** WEDNESDAY, 23 NOVEMBER 2016, 2.30 PM

Please see attached Late Representation Schedule received in respect of applications to be determined at this Planning Committee

Late Representations (*Pages 1 - 8*)

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LATE REPRESENTATIONS SCHEDULE
PLANNING COMMITTEE – 23rd NOVEMBER 2016

PAGE NO. 16	APPLICATION NO. 16/1739/MJR
ADDRESS:	46-48 PARK PLACE, CATHAYS PARK, CARDIFF
FROM:	The Victorian Society
SUMMARY:	<p>Thank you for notifying the Victorian Society of this proposal. The case has been considered by the Society's Southern Buildings Committee at its most recent meeting, and I write now to convey our objection to the application due to the harmful impact it would have on the character and appearance of the Cathays Park Conservation Area and the setting of the Grade II*-listed main university building.</p> <p>46 Park Place was constructed in 1875. It is an attractive detached Gothic revival villa of the sort that characterises the east side of Park Place and which form a group that the Conservation Area Appraisal identifies as being significant to the appearance, character and setting of the area. Number 47-48 was built in 1890 and was designed by the notable architect <i>Edwin Wortley Montague Corbett</i>. Here <i>Corbett</i> interestingly departed from the Gothic-revival villa idiom (though not the scale) that defines Park Place, producing an attractive, originally symmetrical, red-brick pair of semidetached dwellings. Extension in the 1930s was sympathetically achieved.</p> <p>The coherent sense of scale achieved by these Victorian properties – and those all the way down Park Place – is significant in creating a strong boundary on the east side of Cathays Park, clearly defining its extent and that of the civic building within it. It also provides the context in which to best appreciate and experience the full splendour of the Park's civic buildings, particularly <i>W. D. Caroe's</i> Grade II*-listed main university building, with later wings completed by his son Alban.</p> <p>Notwithstanding the loss of 46-48 Park Place, we also object in principle to a building of the height and manner proposed. It would introduce the scale and civic character of the grand Cathays Park edifices, which have hitherto been restricted to the west side of Park Place.</p> <p>Implementation of the scheme would have a transformative impact on the Conservation Area and the setting of the main university building. It would entail the demolition of two locally significant buildings, in the process causing harm that would be further compounded by the Centre for Student Life proposed. The new building would represent an unprecedented departure from the scale, character and</p>

	<p>defining characteristics of the east side of Park Place. A recent appeal decision (ref. no. APP/Z6815/A/15/3009037) concerning 23-24 Park Place underlines both the significance of the Victorian villas on the east side of Park Place and the desirability of preserving them.</p> <p><i>Caroe</i> conceived the university building as a quadrangular building with a central courtyard. In this sense it was never actually completed and the hall he had envisioned for the eastern wing was never built. Later his son attempted to resolve the situation, leaving us with the present arrangement. Having considered the scheme in this context, it occurred to the Committee that perhaps the most logical approach the University could adopt would be to build a new student centre as a fourth side of the quadrangle on the west side of the road . It need not be seen necessarily as an attempt to 'complete' Caroe's building, but could certainly be in the spirit of it. An assessment of the important contrast and differences of scale and character between the east and west sides of Park Place point to this being a reasonable solution, one we urge the University to explore.</p> <p>Implementation of this proposal would erode the strongly defined character and appearance of the Cathays Park Conservation Area and would harm the setting of one of its most significant buildings. In light of the above we object to the application and recommend that is refused consent.</p> <p>I would be grateful if you could inform me of your decision in due course.</p>
REMARKS:	Whilst the late representation is in response to amended plans, the comments are identical to those already received and referenced within the body of the Committee Report

PAGE NO. 16	APPLICATION NO. 16/1739/MJR
ADDRESS:	46-48 PARK PLACE, CATHAYS PARK, CARDIFF
FROM:	Network Rail
SUMMARY:	I refer to Cardiff University's amended plans accompanying DPP's letter of 27 th October 2016. The amended plans include illustrative details of the proposed public realm improvements and highway alterations beyond the application site boundary along Park Place which will be secured through Section 106 and Section 278 Agreements. Unfortunately the amended plans do not respond to the concerns raised by Network Rail in the

meeting attended by yourself, Cardiff University's Planning Consultant, Project Manager and Architect on 20th September 2016.

At this meeting Network Rail noted that the indicative location of the 'future bridge link' shown on the proposed drawings could not, at this time, be supported by Network Rail as a rail bridge providing access to Cathays Station and therefore any bridge link shown from the first floor level of the proposed 'Centre for Student Life' building over the railway line would be independent of Network Rail's proposals to introduce an Access for All footbridge at Cathays Station. Network Rail therefore identified that rail users moving between Park Place and Cathays Station would continue to use the existing, more direct east-west approach alongside 49 Park Place, within the northern part of the application site. It was agreed at this meeting that the public realm environment within the northern part of the application site did not show a detailed public realm layout or design. The amended plans submitted on behalf of Cardiff University still do not address this lack of public realm detail.

Network Rail therefore reiterates the concerns we have raised in our responses dated 24th August 2016 and 2nd November 2016. Without a clear public realm design within the northern section of the application site and a clear delineation between pedestrians, servicing vehicles egressing the proposed University building, and vehicles accessing car parking to the rear of University premises, to the north of the application site, there remains the potential for conflict between vehicular movements and rail users travelling to and from Cathays Station on foot, by cycle or with mobility difficulties. This will have an adverse effect upon the pedestrian environment and pedestrian safety mindful of the high level of rail passenger movements which take place to and from Cathays Station.

The development must clearly show a safe, legible, and high quality public route from Park Place to the station platforms for all rail users walking, cycling or those with mobility restrictions. The development must also ensure that it includes passive provision to link into an Access for All footbridge at the station.

The lack of public realm proposals do not recognise the importance of this main route to Cathays Station from Park Place. Considerable signage and signposting will be required so that rail users can orientate themselves to locate the approach to the rail station. Furthermore, pedestrians

will be funnelled down a narrow pathway, adjacent to a servicing corridor and car parking access to reach the station.

It is also noted that part of the application site relates to land within the ownership of Network Rail. Whilst Network Rail are currently in negotiations with Cardiff University over the purchase of the land an agreement has not yet been reached and consequently Network Rail does not give its consent to build on its land.

For the reasons outlined above Network Rail continues to **OBJECT** to the proposed development.

Notwithstanding Network Rail's objection, should Cardiff Council be minded to approve this planning application then it is advised that appropriate planning conditions be attached to any planning consent which requires the detailed layout and design of the public realm in the northern part of the application site between the northern elevation of the proposed building and the side elevation of 49 Park Place. These details shall ensure that rail passenger movement between Park Place and Cathays Station is achieved in a safe high quality environment with clear segregation between pedestrians and vehicles, appropriate lighting, and clear signage between Park Place and the station.

Network Rail reiterates that a Section 106 financial contribution should be sought from the developer towards undertaking passenger improvements at Cathays Station. The supporting reports identify that this development will be the 'welcome point' to the University for students and the public and will be the venue for a range of new services which are not currently available at this location including a 550 seat auditorium, a range of catering and retail outlets, and opportunities to extend the range of events using the accommodation to be provided within the building (including conferences, broadcasting and graduations). The scale of this development and range of facilities to be provided in this building will undoubtedly increase the attractiveness of travelling by rail to Cathays Station and therefore increase usage of Cathays Station by University students and staff and those using those facilities which are being promoted to external groups, e.g. conference facilities. Furthermore, the proposed Travel Plan encourages the use of public transport, recognising that Cathays Station lies adjacent to the site and is served by high frequency Valle Lines rail services.

	<p>Network Rail is a public body and does not have access to additional funding to deliver improved rail user facilities at Cathays Station in order to respond to the increased usage of the station as a result of this development. It is considered reasonable that the developer should provide a financial contribution of £155,000 towards enhancing facilities at Cathays Station; this sum would deliver 2 no. new 6-bay waiting shelters on the two platforms, provide a shelter / canopy to the existing cycle stands, introduce a modern help point on the station platform, and enable new signage and customer information facilities to be provided at the station to assist wayfinding and orientation from Park Place to Cathays Station.</p> <p>In addition to the above comments, Network Rail seeks confirmation that the construction of this development will not cause any disruption to rail services and will not impact upon the operation of Cathays Station or pedestrian movement between the station and Park Place.</p>
REMARKS:	That the comments are noted. Details of the highway/public realm treatment to the station approach are required under condition 9 of this Report. Details of the planning obligations are referenced in Paragraph 9.2 of the Report which are considered necessary to mitigate adverse impacts of the development.

PAGE NO. 105	APPLICATION NO. 16/01749/MJR
ADDRESS:	PLOT 1, J AND L, WESTERN COURTYARD, CAPITAL QUARTER, TYNDALL STREET, ATLANTIC WHARF, CARDIFF
FROM:	Operational Manager Transportation
SUMMARY:	<p>I refer to the above and application and would confirm that the submission has been assessed and is considered to be acceptable in transport terms subject to the following comments, conditions and S106:-</p> <p>Conditions:</p> <p>Standard Cycle Parking condition C3S;</p> <p>Retain Parking Within Site – Standard condition E3D;</p> <p>Provision of Road Before Occupation of Dwelling – Standard condition C3K;</p> <p>Construction management plan condition – No part of the</p>

development hereby permitted shall be commenced until a scheme of construction management has been submitted to and approved by the Local Planning Authority. The plan shall include as required, but not limited to details of site hoardings, site access and wheel washing facilities. Construction of the development shall be managed strictly in accordance with the scheme so approved. Reason: In the interests of highway safety and public amenity;

S106 financial contribution:

As the proposal does not introduce any additional impact onto the highway network over/above the consented scheme no further S106 contribution is requested.

Additional Recommendations:

Welcome Pack – The applicant is requested to provide future residents of plot 5 with a welcome pack upon their arrival, detailing sustainable transport options available in the area, to help promote sustainable transport. Leaflets and advice in connection with production of the packs are available from - Transport.Policy@cardiff.gov.uk

In accordance with Parking Policy, the applicant is advised that incoming residents of the new development will not be eligible to apply for resident parking permits on adjacent streets, where such schemes are currently in force or are enacted in the future.

Comments:

I am satisfied that the proposed development (both full and hybrid elements) is parking policy compliant as submitted and subject to the requested conditions to secure provision. It is noted that good, policy compliant, cycle parking is proposed, including provision associated with the ground floor retail space. The provision and retention of both the car and cycle parking is subject to requested conditions.

When considering appropriate levels of parking, along with policy considerations, I must take into account the location of the site, proximity to public transport, community services and amenities etc. In which regard it is noted that the site is within easy level pedestrian access of in-bound and out-bound bus stops on Tyndall Street; along with being within an acceptable walking distance of both Central and Queen Street rail stations; and the city centre, with access to employment, shops, entertainment and other facilities. The site is therefore in a location where walking, cycling and public transport are considered to offer viable daily alternatives to use of a private car.

Comparison of the analysis undertaken in connection with the permitted use for the site, against the proposed uses, confirms that there will be no overall increase or additional impact from traffic movements associated with the proposals. I am therefore

	<p>satisfied that the proposed development is parking policy compliant and otherwise acceptable as submitted.</p> <p>Conclusion:</p> <p>Given the acceptable nature of the proposed development, along with the availability of sustainable walking, cycling and bus public transport options, I must conclude that an objection on parking or traffic grounds would be unsustainable and any reason for refusal on this basis would not withstand challenge. I therefore have no objection to the application subject to the above requested conditions.</p>
REMARKS:	Noted