

COMMITTEE DATE: 11/07/2018

APPLICATION No. **18/00735/MJR** APPLICATION DATE: 29/03/2018

ED: **BUTETOWN**

APP: TYPE: Full Planning Permission

APPLICANT: Rightacres Property Company Ltd

LOCATION: BRAINS BREWERY, CRAWSHAY STREET, BUTETOWN,  
CARDIFF, CF10 5DS

PROPOSAL: FULL PLANNING APPLICATION FOR AN OFFICE BUILDING  
PROVIDING BUSINESS (USE CLASS B1) FLOORSPACE,  
WITH ANCILLARY GYM (USE CLASS D2), MARKETPLACE /  
RETAIL (USE CLASS A1) AND FOOD AND DRINK (USE  
CLASS A3) USES; A MULTI-STOREY CAR PARK (SUI  
GENERIS) WITH ANCILLARY RETAIL (USE CLASS A1); AND  
PUBLIC REALM, ACCESS, DRAINAGE AND OTHER  
INFRASTRUCTURE WORKS REQUIRED FOR THE  
DELIVERY OF CENTRAL QUAY (PHASE 1)

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RECOMMENDATION 1 : That planning permission be **GRANTED** subject to  
the following conditions :

1. C01 Statutory Time Limit
2. The development shall be carried out in accordance with the following  
approved plans:

**Drawing Reference**

0305-RIO-00-00-DR-A-90010 Rev 1  
0305-RIO-00-00-DR-A-90011 Rev 1  
0305-RIO-00-00-DR-A-90012 Rev 4  
0305-RIO-00-00-DR-A-90100 Rev 2  
0305-RIO-00-XX-DR-A-90200 Rev 1  
0305-RIO-00-XX-DR-A-90205 Rev 3  
0305-RIO-00-XX-DR-A-90207 Rev 3  
0305-RIO-00-XX-DR-A-90208 Rev 3  
0305-RIO-00-XX-DR-A-90209 Rev 3  
0305-RIO-00-XX-DR-A-90210 Rev 3  
0305-RIO-00-XX-DR-A-90211 Rev 3

**Drawing Title**

Site Location Plan  
Existing Site Plan  
Proposed Site Plan  
Topographical Site Survey  
Existing Site Sections 1  
Proposed Site Sections 01  
Proposed Site Sections 03  
Proposed Site Sections 04  
Proposed Site Sections 05  
Proposed Site Sections 06  
Proposed Site Sections 07

**Office Floor Plans**

0305-RIO-01-00-DR-A-01000 Rev 2  
0305-RIO-01-01-DR-A-01001 Rev 2  
0305-RIO-01-02-DR-A-01002 Rev 2  
0305-RIO-01-03-DR-A-01003 Rev 2  
0305-RIO-01-04-DR-A-01004 Rev 2  
0305-RIO-01-05-DR-A-01005 Rev 2

Level 00 Plan  
Level 01 Plan  
Level 02 Plan  
Level 03 Plan  
Level 04 Plan  
Level 05 Plan

0305-RIO-01-06-DR-A-01006 Rev 2	Level 06 Plan
0305-RIO-01-07-DR-A-01007 Rev 2	Level 07 Plan
0305-RIO-01-08-DR-A-01008 Rev 2	Level 08 Plan
0305-RIO-01-09-DR-A-01009 Rev 2	Level 09 Plan
0305-RIO-01-10-DR-A-01010 Rev 2	Level 10 Plan
0305-RIO-01-11-DR-A-01011 Rev 4	Level 11 Roof Plan

### **Office Elevations & Sections**

0305-RIO-01-00-XX-A-02001 Rev 2	North Elevation
0305-RIO-01-00-XX-A-02002 Rev 2	West Elevation
0305-RIO-01-00-XX-A-02003 Rev 2	South Elevation
0305-RIO-01-00-XX-A-02004 Rev 2	East Elevation
0305-RIO-01-00-XX-A-02020 Rev 1	North True Elevations
0305-RIO-01-00-XX-A-02021 Rev 1	Market Hall True Elevations
0305-RIO-01-XX-DR-A-03000 Rev 1	Section A-A
0305-RIO-01-XX-DR-A-03001 Rev 1	Section B-B
0305-RIO-01-XX-DR-A-03002 Rev 1	Section C-C
0305-RIO-01-XX-DR-A-03003 Rev 1	Section D-D and E-E
0305-RIO-01-XX-DR-A-03004 Rev 1	Section F-F and G-G

### **MSCP Floor Plans**

0305-RIO-02-00-DR-A-01015 Rev 7	Level 00 Plan
0305-RIO-02-01-DR-A-01016 Rev 5	Level 01 Plan
0305-RIO-02-02-DR-A-01017 Rev 5	Level 02 Plan
0305-RIO-02-03-DR-A-01018 Rev 5	Level 03 Plan
0305-RIO-02-04-DR-A-01019 Rev 5	Level 04 Plan
0305-RIO-02-05-DR-A-01020 Rev 5	Level 05 Plan
0305-RIO-02-06-DR-A-01021 Rev 5	Level 06 Plan
0305-RIO-02-07-DR-A-01022 Rev 2	Level 07 Plan / Roof

### **MSCP Elevations & Sections**

0305-RIO-02-00-DR-A-02010 Rev 5	South and East Elevations
0305-RIO-02-00-DR-A-02011 Rev 5	North and West Elevations
0305-RIO-02-XX-DR-A-03010 Rev 5	Sections A-A to D-D

### **Public Realm Plans**

488-CLA-01-XX-DR-L-1000 Rev 6	Public Realm Masterplan
488-CLA-01-XX-DR-L-1001 Rev 5	Public Realm North
488-CLA-01-XX-DR-L-1002 Rev 5	Public Realm South
488-CLA-01-XX-DR-L-5000 Rev 4	Planting Plan
488-CLA-01-XX-DR-L-5010 Rev 3	Tree Removals Plan
488-CLA-01-XX-GR-L-PL14 Rev 6	Illustrative Public Realm Site Plan

### **Highway Plan**

W162718_A14 Rev H Phase One	Highways General Arrangements Plan
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Reason: For the avoidance of doubt.

3. *Material Samples:* Excluding demolition, site preparation and ground works (foundations and basement structures to ground floor slab) no other 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 a satisfactory finished appearance to the development.
4. *Architectural Details:* Excluding demolition, site preparation and ground works (foundations and basement structures to ground floor slab) no other development shall take place until architectural details of all building facades have been submitted to and approved in writing by the Local Planning Authority and the development shall not be brought into use until the approved scheme is implemented.  
Reason: To ensure a satisfactory finished appearance to the development.
5. *Drainage Plan:* No development shall take place until comprehensive proposals showing how foul and surface water flows from the site have been submitted to and approved by the Local Planning Authority. The scheme shall include the incorporation of a grease trap for that part of the foul water drainage system serving proposed café/ restaurant uses. The works shall be implemented in accordance with the approved details.  
Reason: To ensure an orderly form of development.
6. *Hydraulic Modelling Assessment:* No development shall commence until a Hydraulic Modelling Assessment has been undertaken to assess the potable water supply to serve the wider Central Quay development. The solutions and overall potable water strategy shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details.  
Reason: To protect the existing community and to ensure the site can be served with an adequate water supply.
7. The proposed car parking and manoeuvring areas shall be laid out in accordance with the approved details before the development is brought into beneficial use and be thereafter maintained and retained at all times for those purposes in association with the development.  
Reason: to make provision for the parking of vehicles clear of the roads so as not to prejudice the safety, convenience and free flow of traffic.
8. No development shall take place until details of the junction between the proposed access road and the highway have been submitted to and approved in writing by the Local Planning Authority. Those details shall be implemented prior to the development being put into beneficial use.  
Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway

abutting the site.

9. *Closure of Existing Access:* The existing access to Crawshay Street shall not be used and shall be permanently closed before the development is brought into beneficial use.  
Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway abutting the site.
10. 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 secure parking of cycles.
11. No development shall take place until detailed plans showing the position and form of construction of all roads and footpaths within the site and the method of disposal of all surface water drainage therefrom have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into beneficial use until the roads, paths and all surface water drainage works have been constructed and completed (except for the final surfacing) in accordance with the approved plans and details.  
Reason: To ensure an orderly form of development and to make provision for the satisfactory access to the development by future occupants.
12. *Highway Works:* Prior to commencement of development a scheme of environmental highway improvements, broadly in accordance with the submitted Vectos plan W162718\_A14 rev. H, and programme for its implementation shall be submitted to and approved by the Local Planning Authority. The scheme shall include, but not be limited to, surfacing, kerbs, edging, drainage, lining and signing, telematics and communications infrastructure, and the renewal/improvement of street lighting, street trees and street furniture. Unless otherwise agreed in writing with the LPA the agreed scheme is to be implemented in accordance with the approved details prior to beneficial occupation of the development.  
Reason: To ensure the improvement of the adjacent public highway to facilitate safe and orderly access/egress to the proposed development.
13. *Travel Plan:* No part of the development hereby permitted shall be occupied until a Travel Plan has been submitted to and approved in writing by the LPA. The Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The Travel Plan shall be implemented in accordance with the

timetable set out in the plan, unless otherwise agreed in writing with the LPA. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Travel Plan shall be submitted annually to the LPA, commencing from the first anniversary of beneficial occupation of the development.

Reason: To promote sustainable transport.

14. *Construction Environmental Management Plan:* Prior to commencement of development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved by the Local Planning Authority to include details of construction traffic routes, details of the site/ compound, site hoardings, site access/ egress, wheel washing and road cleansing facilities, storage of plant and materials, parking of contractors vehicles, the reinstatement of any part of the public highway affected by construction works, a noise & vibration control plan, details of how dust and dirt emissions will be controlled, details of how pollution risks to controlled waters will be managed during the works, and a scheme for recycling/ disposing of waste resulting from construction works. The 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, and to prevent pollution of the water environment.

15. *Ecological Construction Method Statement:* Prior to commencement of development an Ecological Construction Method Statement (ECMS) shall be submitted to and approved by the Local Planning Authority to include details of mitigation measures to protect the River Taff Site of Importance for Nature Conservation (SINC) including:

- Establishment of an Ecological Protection Zone (EPZ) extending at least 10 metres from the River Taff (not including the drainage works). The EPZ to be protected by exclusion fencing and signage to prevent activities such as incursion by vehicles or personnel, mechanical excavation, fires and stockpiling of materials.
- Details of a lighting scheme to reduce light spillage from construction temporary lighting on to the SINC
- Drainage working area on the River Taff embankment to be kept to a minimum and appropriate pollution control measures employed in accordance with the relevant Pollution Prevention Guidelines.

The construction of the development shall be managed strictly in accordance with the scheme so approved.

Reason: In the interests of nature conservation, and to prevent pollution of the water environment.

16. *Plant Noise:* The rating level of the noise emitted from fixed plant and equipment on the site shall not exceed the existing background noise level at any time by more than 5dB(A) at any residential property when measured and corrected in accordance with BS 4142: 1997 (or any British Standard amending or superseding that standard).

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

17. 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.

18. 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.

19. *Ground Gas Protection:* The proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the LPA. If no protection measures are required then no further actions will be required. All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

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

20. *Identification of Unsuspected 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.

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

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

22. *Importation of Topsoil:* 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 to 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, verification sampling of the material received at the development site is required to verify that the imported soil is free from contamination and shall be undertaken in accordance with a scheme agreed with 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.

23. *Archaeology:* No development shall take place until a written scheme of historic environment mitigation has been submitted by the applicant and approved in writing by the local planning authority. Thereafter the programme of work shall be carried out in accordance with the approved scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

24. *Inclusive access:* Prior to commencement of the public realm works a detailed access strategy setting out the measures proposed to ensure inclusive access to and from the MSCP building for all groups shall be submitted to and approved in writing by the LPA. The measures shall include signage and wayfinding where appropriate, and the design and siting of on-street furniture, including lighting. The measures shall be implemented in accordance with the approved details prior to beneficial use of the MSCP building.

Reason: To ensure inclusive access in accordance with LDP Policy KP5.

**RECOMMENDATION 2:** To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

**RECOMMENDATION 3:** The applicant is advised that as a consequence of changes associated with the proposed development a number of existing Traffic Regulation Orders will need to be revoked or amended, or new TROs implemented to manage the impact of the proposed development. The cost of the above agreements and Orders, including the cost of implementation of any associated works, and/or other costs related to the provision of the proposed development or discharge of any conditions are to be met by the applicant.

**RECOMMENDATION 4:** The highway works conditions and any other works to existing or proposed adopted public highway are to be subject to an agreement under Section 38 and/or Section 278 Highways Act 1980 between the developer and the Local Highway Authority.

**RECOMMENDATION 5:** Prior to commencement of development any areas of adopted public highway that are required to facilitate the proposed development will need to have been Stopped-up by way of Order(s) under S247 of the Town and Country Planning Act 1990.

**RECOMMENDATION 6:** The contamination assessments and the affects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints;



- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management licence. The following must not be imported to a development site:
- Unprocessed / unsorted demolition wastes.
  - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
  - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land. The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination

**RECOMMENDATION 7:** To ensure the protection of Network Rail's adjoining land attention is drawn to Network Rail's consultation responses dated 1.5.18.

**RECOMMENDATION 8:** The applicant is advised that section 5.2.8 of Planning Policy Wales states that the planning system has an important part to play in meeting biodiversity objectives by promoting approaches to development which create new opportunities to enhance biodiversity. This is further reflected in LDP policies such as EN7. In terms of specific enhancement features, it is recommended that nesting or roosting opportunities for birds and bats should be incorporated into new build. An appropriate level of enhancement provision across this phase of the development would be: 5 x bat boxes for crevice-dwelling bats; 5 x Swift nest boxes; 2 x double House Martin cups; 2 x House Sparrow terraces. The applicant's ecologist can advise on the make and model and suitable positioning of these features.

## **1. DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application seeks detailed planning permission for Phase 1 of the Central Quay development on land to the south of Cardiff Central Railway Station. The proposals comprise 3 main elements: a mixed use office building, a multi-storey car park (MSCP), and associated public realm/ access works.
- 1.2 An amended ground floor plan has been received introducing an additional ground floor active use to the MSCP.
- 1.3 The DAS has been amended to reinforce the importance of the pedestrian/ cyclist route linking the new Station Square to Penarth Road that runs

immediately to the north of the MSCP (see DAS Part 3: Connectivity, Movement, and Concept Diagram pages, and Part 5: Key Views 2 page which shows a view towards the proposed Station Square from the Dumballs Road/ Callaghan Square junction).

- 1.4 The Central Quay Masterplan has been amended to show a realigned east-west strategic cycle route and a cycle hub with capacity for up to 1,000 cycles as part of Network Rail's expansion and improvements to Central Station (see p. 54 of Central Quay Masterplan)
- 1.5 Mixed use office building An 11 storey 25,735sqm building to be known as The Ledger. The use is primarily office with a number of ancillary uses including an open public ground floor flexible market place intended for smaller, independent retailers and ground floor café open to the public, first floor staff café, gym and external terrace, and 9<sup>th</sup> floor client lounge and external terrace. The building is 50.5m in height (11 storeys plus rooftop plant room).
- 1.6 The building is located at the centre of the Phase 1 site, aligned with the main north-south boulevard and fronting the proposed station Square to the north. Approximately 50% of the ground floor is a large, open, highly permeable flexible space and is designed to function as a market place accommodating a mix of multi-vendor food hall stalls and cafes (A1/A3 uses) intended for office users and members of the public. Centrally located within this space is the main entrance to the office core giving access to main office reception on the 9<sup>th</sup> floor of the building. The market place is designed to spill out on to Station Square to the north and Market Square to the west.
- 1.7 The office building is fan-shaped in plan comprising three differently expressed stepped masses with the main frontage orientated towards the public square and railway station entrance to the north. Materials are anodised aluminium rainscreen cladding for the office floors, enclosed within a strongly articulated dark frame, all sitting above a differentiated triple height plinth with active frontages designed to interact on the north and west sides with the proposed public squares.
- 1.8 A minimum of 52 secure cycle spaces with lockers and showers for office workers is also provided at ground floor.
- 1.9 Multi-storey car park (MSCP) A 7 storey 695 space multi storey car park (MSCP) is proposed to the south-east of the office building.
- 1.10 The ground floor of the MSCP will operate as a drop-off and pick-up zone for the Station and will provide a dedicated layby (8 vehicles) and short-term car parking spaces (13 spaces of which 5 will be accessible). General parking for members of the public (primarily rail users) and the new office building (50 dedicated spaces) will be directed to the upper floors. Provision will also be made for electric vehicle parking spaces.
- 1.11 Existing car parking for Central Station totals 440 spaces (110 on the Fish Jetty car park to the north, 284 on the main car park to the south, and 46 on the

Saunders Road car park). 330 spaces will be lost as a result of the Central Quay development (284 spaces) and the Interchange development on Central Square (46 spaces). 645 of the MSCP 695 spaces will be for public use (primarily rail users) which represents an increase in overall parking provision for the Station of 315 spaces (a 70% increase in public parking provision).

- 1.12 30 cycle parking spaces will be provided in the MSCP for general public use.
- 1.13 The MSCP will be controlled by Automatic Number Plate Recognition (ANPR) technology, meaning that the car park can operate without tickets or barrier control. This will allow for potentially more efficient movement of traffic in to and out of the car park. The car park pricing strategy will be similar to the existing NR car park, however it will be calculated to favour rail users over general city centre visitors.
- 1.14 Also located on the ground floor is a 350 sq m retail unit on the SE corner fronting Penarth Road and the new access road, and a smaller retail unit at the NE corner fronting the new pedestrian/ cyclist access route from Penarth Road to the new public square in front of the station.
- 1.15 The building is essentially a large box that relies on its ground floor uses and the quality of its façade treatment to sit comfortably on such a prominent part of the site. Active frontages are included on the ground floor at the two Penarth Road corners of the building, and there is potential for a ticketing hall for onward travel at the northernmost corner facing the station entrance and potential future metro stop. The ground floor pick-up and taxi rank will operate closely with the station and potential Metro and has the capacity to act as a vital element of an integrated transport system.
- 1.16 The proposed façade treatment is a lightweight geometrically modelled and highly permeable aluminium cladding that relies on light and shade to create a visually exciting skin, designed to present a more open aspect to Penarth Road advertising the presence of the car park, and a more closed aspect on the northern and southern facades in particular, thus reducing the visual impact of the parked cars on the public realm. As with the office building a highly differentiated and more solid plinth grounds the building, and provides a robust façade to cope with the levels of use.
- 1.17 The exact choice of material and the detailed design of the façade are still being researched by the architects. Material samples and architectural detailing conditions are attached to the permission to control this aspect of the development in order to ensure a high quality building.
- 1.18 Taxi and Coaches The MSCP incorporates a dedicated ground floor taxi pick-up zone with capacity for 23 taxis accessed from the NW corner of the building. This corner of the MSCP is clearly visible from the rear entrance of the station and is at a distance of about 85m. Taxi drop-off is from a dedicated layby on the northern side of the access road close to the northern Penarth Road junction and at a distance (at its closest point) of about 65m from the station entrance.

- 1.19 Three coach bays are located on the northern side of the access road between the office building and the MSCP. The intention is that these spaces will be used by National Express and by the rail replacement bus service as and when required.
- 1.20 Public Realm The application delivers a significant area of public realm around and adjacent to the two buildings, including a new public square directly to the south of the Station entrance, a new access at the southern end of the site from Penarth Road and egress at the northern end, the northern end of the main north-south boulevard serving the wider site, and an area of parking and associated public realm for the residents of Crawshay Street.
- 1.21 Connecting routes in and out of the public square are paved and tree-lined with two paved crossovers allowing pedestrians safe access. The main carriageway to the west of the office building has defined routes for service vehicles, cyclists and pedestrians, and is designed to accommodate a potential future Metro route. Surface treatments will define clear priorities for all users.
- 1.22 The application also includes an area of land that extends to the west of the application site as far as the River Taff. This part of the application site is included because of below ground drainage works only.
- 1.23 The public realm proposals are mainly hard landscaping incorporating some street furniture, tree planting (35 new trees), and elements of soft landscaping, and will set the benchmark for the later phases of the scheme.
- 1.24 Access Vehicular access is from a new signalised junction on Penarth Road. Crawshay Street will be stopped up and a new junction created to provide access to the MSCP and the coach and taxi pick up/ drop-off area. Cars from the MSCP will exit the site from the same signalised junction. Coaches and taxis (and service vehicles) will exit the site to the north across what is currently the NR car park on to the northern arm of Penarth Road.
- 1.25 Pedestrian and cyclist access to the application site will be either via the new taxi/ coach egress, which gives direct access from the northern end of Penarth Road to the new station square, or from a dedicated pedestrian cyclist route linking the new station square to Penarth Road alongside the northern edge of the MSCP. The latter route provides a more direct and legible route to/ from the station from Dumballs Road and the south side of Callaghan Square.
- 1.26 Crawshay Street will be redesigned to form a new parking court for existing residents accessed by a new priority T-junction with the Phase One access road. Fourteen spaces will be provided (2 spaces per dwelling) and the parking court and surrounding footway will be treated as a shared space. Refuse collection will be from the new dedicated loading bay to the north of the Crawshay Street access.
- 1.27 Highway enabling works: Enabling highway works include:

- Reducing the Penarth Road carriageway to one running lane eastbound and one running lane westbound between Dumballs Road and the River Taff bridge, and the introduction of minimum 1.5m wide on-road mandatory cycleways on each carriageway.
  - Introducing a dedicated right-turn lane for Penarth Road westbound traffic accessing the Phase 1 development.
  - Removal of one of the southbound approach lanes on the Penarth Road (north) arm which allows for the introduction of a cycle lane adjoining the advanced stop line
- 1.28 The highway enabling works are conditioned and will be delivered as part of the phase 1 works under a Section 278 agreement.
- 1.29 Central Quay Masterplan The Central Quay site forms part of the 'Central Enterprise Zone and Regional Transport Hub' strategic site that is allocated under policy KP2A of Cardiff's LDP, and the application is accompanied by a supporting masterplan for the wider Central Quay area. The masterplan approach is required by the LDP for strategic sites. It puts the application proposals into context and seeks to ensure a comprehensive development and design approach.
- 1.30 The masterplan is not however an adopted policy document and is not a formal part of the planning application. It sets out the vision for the area and establishes guiding principles for the redevelopment of the wider area. It is therefore a supporting document intended to deliver the vision in accordance with the LDP yet retain sufficient flexibility to respond to changing demands and circumstances over the development's lifetime. Key aspects of the redevelopment of this strategic site are:
- Deliver a mixed use development including employment, residential, retail, leisure, educational, and multi-storey car park uses
  - Integrate transport modes to the south side of the station, including taxis, cars, coaches, and the metro
  - Maximise the potential of the waterfront setting
  - Create new public open spaces including around the historic brewery building and chimney. These buildings are not listed but are well-loved structures and are of significant heritage interest.
  - Provision of a significant cycle hub facility to the south side of the Station as part of the Central Station improvement/ expansion works.
- 1.31 Accordingly the masterplan seeks to deliver up to 110,000sqm of office/ commercial floor space, up to 600 residential units, a 200 bed hotel, high quality public realm including a new public square to the south of the station and a new destination public square fronting the river, up to 770 car parking spaces (695 in the phase 1 MSCP), a new campus for Cardiff Metropolitan University, and provision for the delivery of a new metro system (see below).
- 1.32 The main access to the wider Central Quay site will be from a new junction at close to the Penarth Road bridge giving access to a north-south boulevard running the full length of the site. The boulevard will be designed to accommodate the Metro.

- 1.33 The retained brewery building and chimney will form the centrepiece for the Central Quay development. The building will form a highly visible backdrop to the main Central Quay public square which fronts the river. The retained chimney will be the focal point of a new secondary public square (Market Square) which lies to the west of the new office building and wraps around the brewery building. The brewery building will be converted as part of a later phase and is likely to comprise a Brains visitor centre and craft brewery, and other potential A1/ A3 uses comprise.
- 1.34 The masterplan includes a new pedestrian and cyclist bridge over the River Taff linking the Taff Trail (and Grangetown/ Riverside) directly to the Central Quay development, and an east-west strategic cycle route from the Taff Trail crossing the new development to Penarth Road.
- 1.35 The masterplan also illustrates the potential for relocating the Cardiff Waterbus stop from Taffs Mead Embankment to the east side of the river adjacent to the new Central Quay waterfront square, thus further integrating the city's transport infrastructure.
- 1.36 The Metro is a new integrated transport system proposed by Welsh Government. The aim is to provide faster, more frequent and joined-up services for Cardiff and the region. Details are not yet known but it is likely to be a combination of heavy rail, light rail and buses. The design of Phase 1 has future-proofed a potential metro link through the site running on the main north south boulevard, with the potential for a stop outside the rear entrance of Central Station.
- 1.37 Environmental screening opinion Agreement was reached with the applicant at an early stage that the wider development had the potential for significant environmental effects due to the scale and nature of the proposals. The application for phase 1 of the Central Quay redevelopment is therefore considered to be EIA development and is accompanied by an Environmental Statement (ES).
- 1.38 The ES considers the likely significant environmental effects arising during the construction and operation of the scheme, and the potential cumulative effects that may arise when considered with the wider Central Quay masterplan and other relevant nearby development proposals (in particular the regeneration of Central Square).
- 1.39 Environmental scoping opinion An EIA Scoping Report was received in November 2017. Consultation responses were received from Network Rail (NR), Natural Resources Wales (NRW), DCWW, GGAT, Welsh Government CADW, Welsh Government Transport Division, and from the following Council Service Areas: Traffic & Transportation, Pollution Control (Air & Noise), Pollution Control (Contaminated Land), and Ecology.
- 1.40 A formal scoping opinion was issued on 22.2.18. The proposed EIA scope was considered acceptable, subject to the following:

- An understanding that the masterplan site will generate an additional 75 parking spaces over and above the spaces in the MSCP. Given the potential scale of future development in later phases, the need for flexibility, and Network Rail's plans for significant expansion of Cardiff Central Station, the cumulative impact assessment should include for a scenario with increased parking numbers on the masterplan site to allow for additional demand in the future. Scenario numbers to be agreed with the LPA.
- Full consideration of the implications of the Metro proposals as far as they are available at the time of assessment, and full consultation with the Welsh Government as the promoting authority.
- Inclusion of a plan showing the boundary of the masterplan site.
- The following bodies to be consulted on the Transport Assessment and, where applicable, on the Travel Plan Framework: Welsh Government (in relation to Metro plans), Network Rail and Arriva Trains Wales (in relation to future plans, parking numbers and access, provision of replacement rail buses, and event days management).
- A Habitats Regulations Assessment to be undertaken by the LPA to assess the impact of the proposals on the Severn Estuary Ramsar/SAC/SPA via Cardiff Bay.

The scoping opinion is provided without prejudice and does not preclude Cardiff Council from requesting additional information, in accordance with Regulation 22 of the EIA Regulations (Wales) 2016, should the need arise.

- 1.41 The following supporting information is forms part of the planning application:
- Pre-application consultation report
  - Design and Access Statement (incl. Wind Study, Overshadowing Analysis, & Energy Strategy)
  - Planning Statement
  - Central Quay Masterplan
  - Environmental Statement: Vol 1 Non-Technical Summary
  - Environmental Statement: Vol 2 Technical Assessments
  - Environmental Statement: Vol 3 Appendices & Figures
  - Transport Assessment (ES Appendix D1)
  - Interim Travel Plan (ES Appendix D2)
  - Ecological Appraisal (ES Appendix E1)
  - Arboricultural Technical Note
  - Ground Conditions Desk Study Report (ES Appendix F1)
  - Flood Consequences Assessment(ES Appendix G1)
  - Drainage Strategy (ES Appendix G2)
  - Noise Planning Assessment Report (ES Appendix I3)
  - Accurate Visual Representations (ES Appendix J4)
  - Heritage Assessment (ES Chapter K and associated appendices)
  - Health Impact Assessment (ES Chapter M and associated appendices)
  - Archaeological Desk-Based Assessment
  - Air Quality Assessment (ES Chapter H and associated appendices)

## **2. DESCRIPTION OF SITE**

- 2.1 The Central Quay Masterplan area as a whole extends to 6.3 hectares and is located to the south of Cardiff Central Railway Station and north of Penarth Road. It is brownfield land that comprises the existing Brains Brewery, Network Rail Car Park and Sytner BMW car showrooms, and is bound by Cardiff Central Train Station to the north; Penarth Road and a range of commercial buildings to the south; the River Taff to the west beyond which lies residential areas in Riverside; and Penarth Road and the Network Rail Car Park to the north and east beyond which is the commercial development located around Callaghan Square.
- 2.2 The application under consideration is for Phase 1 of the development which is located in the eastern part of the Masterplan area, accessed from Penarth Road. The Phase 1 development site measures 2.02 ha, located on part of the NR car park site, and part of the Brains Brewery site.
- 2.3 The site is currently occupied by various buildings and infrastructure associated with brewery operations. The demolition of those buildings required for the delivery of Phase 1 of Central Quay has been subject to a separate prior notification of demolition application, consented on 6 February 2018 (planning ref. 17/03049/MJR).
- 2.4 The application site is located in a highly central position within Cardiff City Centre, with the Grade II listed main railway station to the immediate north and the central shopping area to the north of the station. It is therefore in close proximity to a range of shops, services and facilities.
- 2.5 The surrounding uses are predominantly transport, office or employment-related uses, and some terraced housing on Crawshay Street and neighbouring streets to the south, accessed from Penarth Road.
- 2.6 The site is not located within a Conservation Area, nor does it contain any designated or non-designated heritage assets. The St Mary Street Conservation Area, which contains numerous listed and locally listed buildings, is approximately 250m to the north of the site. The Grade II listed Central Station lies immediately to the north of the site.
- 2.7 The non-statutory River Taff Site of Importance for Nature Conservation (SINC) forms the western boundary of the wider Central Quay site.
- 2.8 The site is located close to the Cardiff City Centre AQMA, which encompasses the areas surrounding Westgate Street and St Mary's Street and passes close to the boundary of the proposed development site. The Cardiff City Centre AQMA (formerly called St Mary's Street AQMA) was initially declared in 2002 and was extended in 2013 in response to monitored exceedances of the NO<sub>2</sub> air quality objectives in Westgate Street.



### *Accessibility*

- 2.9 There are three existing points of access from Penarth Road into the wider site: the southernmost junction provides direct access to the BMW car showroom; the Crawshay Street junction provides access to both Crawshay Street residents and Brains Brewery; and the northernmost junction is the Penarth Road/ Dumballs Road signal-controlled junction that provides access to the Network Rail car park and Callaghan Square offices.
- 2.10 Pedestrian access to the site is currently limited to the station car park and the rear entrance to Cardiff Central Railway Station. There is no access through the site or along the River Taff embankment.
- 2.11 Given its central location, the site is well connected strategically to the rest of Cardiff and the surrounding region. Penarth Road to the south is a high frequency bus corridor with around 16 buses per hour during the peak period (in both directions). Cardiff Central Railway Station provides frequent rail services to local, regional and national destinations. The railway station and bus stops are both within walking distance of the site.
- 2.12 *Network Rail plans for improvements to Central Station:* In response to a projected rise in passenger numbers Network Rail (NR) is in the process of preparing a masterplan for the expansion and improvement of the station. NR has been in discussions with the Council and the developer over the nature and delivery of the upgraded station.

## 3. **PLANNING HISTORY**

- 17/03049/MJR Prior approval granted in Feb 2018 for the demolition of the existing buildings on this Phase 1 application site.
  - 17/03116/MJR Planning permission granted in Feb 2018 for a temporary car park on part of the application site. The proposed temporary car park is to serve as a replacement for Network Rail's existing car parking spaces that will be lost during the construction of the current application proposals.
- 3.1 Pre-application process: A formal planning pre-application enquiry was registered with the Council On 27.4.17. The scheme was reviewed by the Design Commission for Wales on 28.2.17 and a DCfW workshop was held on site on 8.7.17. The developer launched a wider public consultation exercise in November 2017.
- 3.2 Statutory pre-application public consultation was carried out between 21<sup>st</sup> February and 22<sup>nd</sup> March 2018. Site notices were posted, and adjoining landowners and occupiers and the Ward Councillor for Butetown were notified. Specialist consultees were consulted in accordance with the Development Management (Wales) Procedure Order 2016.
- 3.3 NRW made comments on the adequacy of the bat surveys, possible adverse impact on otters in the Taff, and the potential for groundwater contamination. CADW raised no objections. Welsh Water raised no objection to the drainage strategy, recommended that a hydraulic modelling assessment be carried out

for the wider Central Quay scheme (not just phase 1), and drew attention to sewers crossing the site. No response was received from the ward member.

- 3.4 Network Rail reiterated concerns made in relation to the ES Scope, in particular car parking provision, event management, rail replacement buses, noise & vibration, further expansion and major works at the station, and railway safety.
- 3.5 Only one (positive) response was received from members of the public.
- 3.6 As a consequence of the consultation process a number of changes have been made to the application documents to address concerns raised by NRW, and a hydraulic modelling exercise is being undertaken to address DCWW concerns on water supply. In response to Network Rail concerns over public parking provision for rail users the main change has been the addition of a floor to the MSCP to increase parking provision from 580 to 695 spaces.

#### 4. **POLICY FRAMEWORK**

The following national planning policy and guidance is considered to be of particular relevance:

- 4.1 Planning Policy Wales (PPW) 2016: Ch. 4 Planning for Sustainability; Ch. 7 Economic Development; Chapter 8 Transport.
- 4.2 The following Technical Advice Notes (TANs) are relevant:
  - TAN 12: Design
  - TAN 18: Transport
  - TAN 22: Sustainable Buildings
  - TAN 23: Planning for Economic Development

The following local planning policy and guidance is considered to be of particular relevance:

- 4.3 Cardiff Local Development Plan 2006-2026:
  - KP2 Strategic Sites
  - KP2A Cardiff Central Enterprise Zone and Regional Transport Hub
  - KP4 Masterplanning Approach
  - KP5 Good Quality and Sustainable Design
  - KP6 New Infrastructure
  - KP7 Planning Obligations
  - KP8 Sustainable Transport
  - KP9 Responding to Evidenced Economic Needs
  - KP10 Central & Bay Business Areas
  - KP17 Built Heritage
  - C3 Community Safety/ Creating Safe Environments
  - EN7 Priority Habitats and Species
  - EN9 Conservation of the Historic Environment
  - EN10 Water Sensitive Design
  - EN11 Protection of Water Resources

- EN13 Air, Noise, Light Pollution & Land Contamination
- R8 Food & Drink Uses
- T1 Walking & Cycling
- T4 Regional Transport Hub
- T5 Managing Transport Impacts
- T6 Impact on Transport Networks and Services
- T9 Cardiff City Region 'Metro' Network

#### 4.4 Supplementary Planning Guidance

The following Supplementary Planning Guidance (SPG) is of relevance:

- Tall Buildings (2017)
- Access, Circulation and Parking Requirements (2010)
- Cardiff City Centre Public Realm Manual (2009)
- Waste Collection and Storage Facilities (2016)
- Restaurants, Takeaways and other Food and Drink Uses (1996)
- Premises for Eating, Drinking and Entertainment in the City Centre (2000)
- Planning Obligations (2017)

### 5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 Strategic Planning (Land Use policy): The application site falls within the Cardiff Central Business District and Cardiff Central Enterprise Zone as defined by the Cardiff Local Development Plan Proposals Map. Policy *KP2(A): Cardiff Central Enterprise Zone and Regional Transport Hub* allocates this site for a major employment led initiative and Regional Transport Hub, and is one of eight Strategic Sites allocated in the LDP to collectively play a crucial role in delivering the Plan Strategy.
- 5.2 The KP2A Schematic Framework allocates this site for employment and mixed uses to be developed in line with the approach outlined in Policy KP4: Masterplanning Approach. The application raises no land use policy concerns.
- 5.3 Transportation: The Transportation Officer confirms that the application submission has been assessed and is considered to be acceptable in principle subject to the following comments and conditions:
- 5.4 The application proposes to provide a mix of development as part of phase one of the wider Central Quay re-development, including a new office building; a multi storey car park (MSCP) incorporating public drop off/pick up, taxi rank and active ground floor units (A1/A3); a 3 bay coach station and layover provision; and associated new and improved public realm and highway infrastructure, including 2 new junctions on Penarth Road.
- 5.5 Access to the proposed development will be gained from Penarth Road via a new three arm signalised junction east of Crawshay Street, which incorporates access to/egress from the MSCP and access to coach/taxi facilities, and servicing to the office development. Access to/egress from the existing residential properties on Crawshay Street will be taken off the new road layout

via a priority T junction, with the existing Penarth Road/Crawshay Street junction being closed to vehicular traffic and reconstructed to form footway.

- 5.6 The proposed signalised junction on Penarth Road includes push button crossings on the north and west arms, picking up on the pedestrian desire line to/from Trade Street to the south, along with cycle advanced stop lines, lead-in lanes and a dedicated right turn lane into the site. The junction proposals also incorporate the closure of Crawshay Street. The associated works to Penarth Road will also provide improved, stepped cycle lanes and rationalisation of the current running lanes. Typical cross-sections for Penarth Road to the east and west of the new junction are shown in the submitted Transport Assessment (TA) and are considered to be acceptable subject to detailed design.
- 5.7 A second, egress only priority T (un-signalised), junction will be formed on Penarth Road to the east of the existing Network Rail surface car park, opposite West Canal Wharf. This junction will provide egress for coach, taxi and service vehicles; while all other traffic, associated with the MSCP will utilise the new signalised junction on Penarth Road.
- 5.8 Provision of the primary and secondary junctions will require works to Penarth Road in their respective locations, including new kerblines, surfacing, lining, signing and telematics infrastructure etc., the design and delivery of which will be subject to condition and a Highways Act S278 agreement between the developer and LHA.
- 5.9 Agreement of the detailed design and delivery of the internal road layout, coach and taxi facilities, and associated public realm is also subject to condition and will, where it is to be adopted by the Highway Authority, be subject of a Highways Act S38 agreement.
- 5.10 The proposed MSCP will provide 695 parking spaces, over 7 storeys, and consists of:-
- 284 spaces to replace parking lost at Central Station car park;
  - 46 spaces to replace parking lost at Saunders Road car park;
  - 50 spaces for the new office building;
  - 315 spaces of new general public provision to help cater for increased demand identified by Network Rail.
- 5.11 There is reference in the submitted TA to the inclusion within the above of 110 spaces to replace parking that will be lost at the Fish Jetty car park, in which case the additional public parking allocation would amount to a lesser 205 spaces. However I am not aware of the details or timing of the anticipated loss of spaces at the Fish Jetty car park and have not relied on this in my consideration of the application.
- 5.12 In large proportion the proposed MSCP therefore replaces parking that will be lost as a result of the Central Quay and Central Square developments (330 spaces), along with the addition of 50 spaces for the proposed office building. The balance of 315 spaces, which also includes 21 spaces dedicated to

pick-up/drop-off and disabled parking provision, will be allocated to public use primarily intended for Station users.

- 5.13 Parking demand at the existing Network Rail surface car parks has been identified as close to or at capacity for much of the operational daytime period. Analysis of car park use shows that the available car parking is nearly 70% occupied at 7am and 7pm, indicating a high demand for parking by rail commuters using Cardiff Central.
- 5.14 Network Rail has plans to expand and improve the facilities at Central Station to accommodate the projected increased demand for rail travel and is working with the Council, the Developer and Transport for Wales to deliver a state-of-the art railway station for Cardiff.
- 5.15 The EIA Scoping Opinion consultation response from Network Rail identified a long term car park capacity need of between 890 spaces (low growth scenario) and 1,135 spaces (high growth scenario); a view supported by operators Arriva Trains Wales and Great Western Railway.
- 5.16 Network Rail consequently requested an increased parking provision in the MSCP to cater for projected demand of 50%, amounting to an additional 220 spaces and taking the total to 660 spaces. As a result of Network Rail's concerns the developer agreed to add an additional floor to the MSCP, increasing parking provision from an initial 580 spaces to 695 spaces, to cater for medium to long-term station use growth.
- 5.17 Given the Network Rail growth forecast, the introduction of the South Wales Metro, and the regeneration of the wider area, including Central Square and the provision of an integrated transport hub serving the city and wider region to the north of the station, and associated loss of the Great Western Lane MSCP, the parking provision for the proposed Central Quay MSCP is considered to be acceptable.
- 5.18 It is also noted that the use of the MSCP by persons parking cars is proposed to be managed by automatic number plate recognition (ANPR) technology, allowing the car park to operate without the traditional entry delays caused by tickets/barrier systems. The use of ANPR technology for ticketing should therefore lead to more efficient movement of traffic into/out of the car park and eliminate the likelihood of inbound traffic blocking back and impacting on Penarth Road. As detailed above parking surveys identify that existing station car parks are 70% occupied at 7am and 7pm, indicating that the associated traffic largely avoids traditional morning and evening peaks, minimising any impact on the adjacent network.
- 5.19 The submitted Transport Assessment considers the impact of the proposed development on the adjacent highway network and reviews the operation of the proposed Penarth Road site access and existing adjacent Dumballs Road/Tresillian Way junctions.

- 5.20 The analysis identifies that there will be some negative impact on the available link and junction capacity adjacent to the site, primarily due to the removal of one eastbound and one westbound running lane on Penarth Road, with the reallocation of that road space to cycle lanes. The provision of the cycle lanes is in-line with Council Policy objectives and the Active Travel Wales Act, promoting sustainable travel and achieving the 50:50 travel mode split identified in the LDP.
- 5.21 On balance it is considered that the economic, employment and place-making opportunities that Central Quay offers, along with improvements to the sustainable transport infrastructure, and the positive impact of emerging Metro and Bus Station proposals, outweigh the theoretical impact on traffic along the Penarth Road corridor and Dumballs Road junction.
- 5.22 Conditions are sought (full details below) to secure the new highway junctions, pedestrian crossing and public realm; the layout and details of internal site road, coach and taxi facilities; the Travel Plan; and associated infrastructure improvements and highway network modifications required as a consequence of the development.
- 5.23 In light of the above I would conclude that any 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 comments above and standard retention of parking, access road details, closure of existing access (Crawshay Street), cycle parking, details of roads (development), highway works, travel plan, and CEMP conditions.
- 5.24 *Further recommendations:* The highway works condition and any other works to existing or proposed adopted public highway are to be subject to an agreement under Section 38 and/or Section 278 Highways Act 1980 between the developer and Local Highway Authority.
- 5.25 Prior to commencement of that phase of development, any areas of adopted public highway that are required to facilitate the proposed development will need to have been Stopped-up by way of Order(s) under S247 of the Town and Country Planning Act 1990.
- 5.26 The applicant is advised that as a consequence of changes associated with the proposed development a number of existing Traffic Regulation Orders (TRO) will need to be revoked or amended, and new TRO implemented.
- 5.27 The cost of the above agreements and Orders, including the cost of implementation of any associated works, and/or other costs related to the provision of the proposed development or discharge of any conditions are to be met by the applicant.
- 5.28 Trees and Landscaping: The Council's Tree Preservation Officer makes the following observations:

- 5.29 No trees of significant amenity value will be lost or suffer unacceptable harm as a result of development, subject to any that are retained being protected in accordance with the submitted EDP report.
- 5.30 A relatively small area of vegetated soil will be lost. It is unlikely that it will be practicable or economically viable to salvage this soil for re-use as part of proposed landscaping, but if there is such an intention, a Soil Resource Survey and Plan should be prepared in accordance with our Soils and Development TGN.
- 5.31 The extent of hard landscaping vastly exceeds that of soft landscaping. The plaza in particular would benefit by having larger areas of soft landscaping, rather than vegetation being confined to small islands in a 'sea' of pavers. Increasing the extent of soft landscaping would be beneficial not only aesthetically, but functionally in terms of better supporting the healthy, long-term growth of trees and other vegetation, microclimatic amelioration, water management, pollution uptake and biodiversity. A doubling in the width of the planters for example, would bring considerable benefits in this regard.
- 5.32 In terms of aesthetics (and pollution absorption in the case of the *Magnolia*), the Officer thinks the tree species selection is good, but has some concerns in other regards. The consultation response goes on to list the concerns and these have been sent to the agent.
- 5.33 Highways and Waste Management (Drainage): No comments received. Any comments from the Drainage Engineer will be reported to committee as a late representation.
- 5.34 Pollution Control (Noise): The Officer raises significant concerns over the adverse impact of construction site noise and vibration on residents of Crawshay Street and Penarth Road, and other lesser concerns about the impact of road traffic and building services noise. Discussions are taking place with the applicant's noise consultant over how to address the concerns and the consultation response will be reported to Committee as a late representation.
- 5.35 Pollution Control (Air): The Officer has sought additional data and clarification over the methodology. The consultation response will be reported to Committee as a late representation.
- 5.36 Pollution Control (Contaminated land): The consultant has undertaken an assessment of the site for potential contaminants of concern that could impact upon site end users, controlled waters and construction workers. The results of the assessment indicated that there are no significant sources of contamination present at the site and that there is no unacceptable risk to end users. This is based on the phase 1 use of the site being predominately of a commercial nature i.e. offices/ car park with commercial units.
- 5.37 I would agree with the assessment undertaken and no further assessment or remedial works will be required in order to ensure that the Phase 1 site is developed on suitable for use basis.

- 5.38 The consultants have identified that slightly elevated ground gases have been identified in the area of the car park. The consultants have recommended in Section 8.6 of the report that *'gas protective measures should be incorporated within the commercial retail units, lift pits and any other enclosed spaces, commensurate with the requirements of Gas Characteristic Situation 2.'* I would agree with this recommendation.
- 5.39 Therefore based on the assessment presented in the report standard ground gas, unforeseen contamination, imported soils, and imported aggregates conditions would be recommended should this application be approved.
- 5.40 Ecology: I have considered the Environmental Statement (ES) submitted in support of this application, along with the Additional Bat Survey Information submitted by the applicant's Ecological Consultants dated 19<sup>th</sup> June. In general I support the methodology, conclusions and recommendations of the ES, and am satisfied that the findings of the ES have influenced the design and layout of the proposed scheme.
- 5.41 A series of mitigation measures have been put forward as a result of the ES and the applicant's ecologist propose that these detailed measures to protect habitats and species will be set out in an Ecological Construction Method Statement (ECMS).
- 5.42 Therefore we should require by planning condition an ECMS or CEMP to include (but not be limited to) those measures summarised in Table Q2.1 of the ES and the Additional Bat Survey Information, i.e.
- Mitigation to protect designated sites and species including the establishment of an Ecological Protection Zone (EPZ) extending at least 10 metres from the River Taff (not including the drainage works). The EPZ will be protected by exclusion fencing and signage to prevent activities such as incursion by vehicles or personnel, mechanical excavation, fires and stockpiling of materials.
  - The drainage working area on the River Taff embankment to be kept to a minimum and appropriate pollution control measures will be employed in accordance with the relevant Pollution Prevention Guidelines.
  - The ECMS will also restrict construction activities to daylight hours as far as possible, with the use of temporary lighting avoided between dusk and dawn. Directional and low-level lighting will be used away from sensitive habitat corridors.
  - Japanese Knotweed will be treated appropriately.
  - Appropriately designed drainage infrastructure to be installed to attenuate water quality and quantity from entering the River Taff.
  - A sensitive lighting strategy will be implemented to minimise light spillage onto the River Taff SINC. Where lighting is required along road/pedestrian routes adjacent, lighting columns will be sited within the development footprint and directed away from habitat edges to minimise disturbance and light spill. Lighting should include directional, timed and/or low-lux lighting, utilising shields and/or hoods where required.



- New landscaping will replace the trees that are to be removed. This will include native tree and shrub planting, preferably of local provenance. A landscape maintenance schedule will be provided to ensure the long-term management of these features.
  - Works to the roofs, soffits, bargeboards and fascias should ideally be undertaken between October to March so as to avoid the main bat roost and bird breeding seasons. Should this not be practicable, then a nesting bird check carried out by a suitably qualified ecologist will be required immediately prior to commencement of works.
  - Contractors carrying out the works will be warned of the possible presence of roosting bats and nesting birds and of their protected status via a tool-box. In the event of any bats (or occupied bird nests) are found during works, then all works should cease in the affected area until advice from a suitably qualified and licensed ecologist is sought.
- 5.43 In addition, we should seek to ensure enhancements to biodiversity as a result of this scheme, and details of such measures should be included in an ECMS or CEMP. Under section 6 of the Environment (Wales) Act 2016, public bodies such as Cardiff Council are required to seek to maintain **and enhance** biodiversity, and in doing so to promote the resilience of ecosystems, in the exercise of their functions.
- 5.44 Furthermore, section 5.2.8 of Planning Policy Wales states that:- ‘The planning system has an important part to play in meeting biodiversity objectives by promoting approaches to development which create new opportunities to **enhance biodiversity**, prevent biodiversity losses, or compensate for losses where damage is unavoidable.’ This is further reflected in LDP policies such as EN7.
- 5.45 In terms of specific enhancement features, nesting or roosting opportunities for birds and bats should be incorporated into new build. An appropriate level of enhancement provision across this phase of the development would be: 5 x bat boxes for crevice-dwelling bats; 5 x Swift nest boxes; 2 x double House Martin cups; 2 x House Sparrow terraces. The applicant’s ecologist can advise on the make and model and suitable positioning of these features.

#### Habitats Regulations Assessment (HRA)

- 5.46 The Adopted Cardiff Local Development Plan was previously subject to a Habitat Regulations Assessment (HRA) in 2012, and this process considered the likely significant effects to arise through Cardiff Council’s Strategic Sites (Policy KP2) including the EIA Site and wider Central Quay Masterplan Area, on European sites within the zone of influence such as the Severn Estuary Ramsar, SAC and SPA (Known as the Severn Estuary EMS).
- 5.47 Given that the LDP HRA considered the impact of these effects on the Severn Estuary EMS features many of these can be scoped out of the present assessment based on the reasoning provided within the LDP HRA. However the effect of the proposed drainage infrastructure which will lead directly into the River Taff, requires further consideration. The Severn Estuary EMS is located approximately 2.7km downstream from the proposed drainage

infrastructure connecting to the River Taff, with these designations being hydrologically connected via Cardiff Bay.

- 5.48 The HRA determined that there would be no likely significant effects on those features subject to implementation of development in accordance with the policies of the Local Development Plan, in addition to effluent consent limits laid down by the Environment Agency/Natural Resources Wales and pollution contingency plans by the Cardiff Harbour Authority.
- 5.49 Therefore, significant effects associated with site drainage, including surface water run-off and ground water contamination, are considered unlikely, subject to implementation of a sensitive drainage strategy in accordance with relevant planning policy which will be part of the inherent detailed design as described in Chapter G of this ES.
- 5.50 Specifically, LDP Policy EN10 (Water Sensitive Design) requires for development to apply water sensitive urban design solutions, including: the management of water demand and supply; waste water and pollution; rainfall and runoff; watercourses and water resource; and flooding and water pathways. In addition, Policy EN11 (Protection of Water Resources) requires for development to not be permitted that would cause unacceptable harm to the quality or quantity of underground, surface or coastal waters.
- 5.51 The overall conclusion of this HRA is therefore that the proposed development is not likely to have a significant effect upon the Severn Estuary EMS, or any other Natura 2000 site.
- 5.52 Waste Management: No objection. The Officer advises that the office building bin store could reduce in size based on a daily collection by Cardiff Council's Commercial Waste Service.

## **6. EXTERNAL CONSULTEE RESPONSES**

- 6.1 Welsh Water (DCWW): DCWW notes in their PAC response that the foul flows from the proposed development can be accommodated within the public sewerage system and that the discharge of surface water to the Taff is acceptable. DCWW recommends that a Hydraulic Modelling Assessment is concluded prior to the submission of a planning application to establish the adequacy of the existing water supply.
- 6.2 The DCWW consultation response will be reported to Committee as a late representation.
- 6.3 Natural Resources Wales (NRW): NRW has a number of concerns/recommendations, namely more work required to establish whether there are bats roosting in building B6 and to reduce potential adverse impact on otters in the event that works extend to areas close to or on the banks of the Taff; the inclusion of contaminated land conditions to address potential contamination of groundwater; and measures to mitigate potential risks of pollution of the River Taff SINC during the construction phase.

6.4 Network Rail (NR): Network Rail's response raises the following concerns:

*'Network Rail continues to have some concerns about the above proposal due to the site being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application. Issues of concern will continue to be discussed between Network Rail and the applicant.'*

*Network Rail will need to ensure that the applicants above proposal does not impede operational access to the track up by Semaphore House as a Road Rail Access Point will be required during and post electrification. The initial proposal means a 70-90 degree turn into the current access ramp up to the area around Semaphore House area which is not acceptable by Network Rail for dropping off road rail vehicles and Mobile Elevated Work Platforms. Articulated lorries need to be dropped off at this location and also need to reverse back down. Access is required at all times, not just during the small hours of the night, therefore any layout of the buildings will need to allocate appropriate access to and from our infrastructure.'*

*It should also be noted that the Station Facility Owner (Arriva Trains Wales) as well as Great Western Railways have expressed much concern on the proposed provision of rail replacement bus spaces on the ground level of the MSCP. They have stated that 3-4 spaces are not sufficient for current requirements and any future growth. They are currently gathering information on the space requirements for rail replacement bus services on an average day. This is a difficult calculation to make due to the provision of buses mainly being an emergency need. Current estimates suggested that the average requirement would be 6 (as minimum), however on some occasions in the past; 15 buses have been in place at one time.'*

*It has been suggested by the applicant that the National Express coach bays could be shared with the rail replacement buses on emergencies but the Train Operating Companies have stated this is not sufficient due to National Express coaches normally dwelling in the spaces for over 10-15 mins which would cause congestion.'*

6.5 NR makes a number of recommendations to ensure the safe operation of the railway and the protection of Network Rail's adjoining land. It is proposed to include these as an advisory.

6.6 Police Architectural Liaison: South Wales Police have no objection and make a number of security-related recommendations.

6.7 Cardiff Bus: No formal comments have been received from Cardiff Bus.

- 6.8 Glamorgan Gwent Archaeological Trust: The assessment shows that the area was originally part of the course of the River Taff, prior to its alteration in the mid-19th century for the creation of the railway and station, and remained as marsh until the 1880s when the area was reclaimed. The site has been used as both residential and industrial, including brewing, from that time onwards. The assessment also shows a potential for historic riverside activity, noted from the South Wales Waterfronts project.
- 6.9 This particular phase of the redevelopment will not directly impact the more iconic structures of the brewery, but will result in the demolition of some elements. Whilst the impacts are not of such significance that would require pre-determination work, the impact on the upstanding buildings and potential buried archaeological resource will require mitigation.
- 6.10 Therefore it is our recommendation that a condition requiring the applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource should be attached to any consent granted by your Members.
- 6.11 Wales & West Utilities: No objection. A plan of WWU infrastructure on site and general conditions for guidance are provided.

## 7. **REPRESENTATIONS**

- 7.1 The proposals were advertised as an Environmental Impact Assessment Application in the press and on site, and Local Members and neighbours were notified. No representations have been received.

## 8. **ASSESSMENT**

- 8.1 The main issues to be assessed are:
- Proposed land uses.
  - Design of the buildings, including associated public realm and pedestrian/cyclist linkages.
  - Access and Parking
  - Impact on current and future provision of public transport services (bus and railway).
  - Conclusions of the Environmental Statement (ES).
  - Issues raised by consultation responses

### **a. Proposed land uses**

- 8.2 The proposed office use fully complies with Key Policy *KP2A Cardiff Central Enterprise Zone and Regional Transport Hub*, and will bring significant economic, social and environmental benefits to the city.
- 8.3 The MSCP replaces NR parking places that will be lost as a result of the wider Central Quay development (284 spaces) and the redevelopment of the Saunders Road car park (46 spaces) to the north of the Station, and provides 50 spaces for the office building. The balance of 315 spaces (which includes 21

spaces for pick-up and drop-off) will be for public use, primarily intended for Station users.

- 8.4 Parking demand at the existing NR car parks is close to or at capacity for much of the operational daytime period. Furthermore the analysis of car park use demonstrates that the car park is nearly 70% occupied at 7 am and 7pm indicating a high demand for parking by long distance rail commuters out of Cardiff Central.
- 8.5 Network Rail has plans to expand and improve Station facilities to cope with projected increased demand for rail travel and is working with the Council, the Developer and Transport for Wales to deliver a state of the art railway station for Cardiff.
- 8.6 The EIA Scoping Opinion consultation response from Network Rail identified a long term car park capacity need of between 890 spaces in a low growth scenario and 1,135 spaces in a high growth scenario, a view supported by the train operators Arriva Trains Wales and Great Western Railway. Network Rail have requested a minimum increase in parking provision in the MSCP to cater for increased demand of 50%, i.e. an additional 220 spaces taking the total to 660 spaces. As a result of Network Rail's concerns the developer agreed to put another floor on the MSCP increasing parking provision from 580 to 695 spaces to cater for medium to long-term growth in station use.
- 8.7 Given the Network Rail growth scenario, the introduction of the Metro, the regeneration of the wider area, and the provision of an integrated transport hub serving the city and wider region, MSCP parking provision is acceptable.

**b. Design of the buildings including associated public realm and pedestrian linkages**

- 8.8 *Design:* The scale and design of the office building is appropriate for its city centre location, establishes key pedestrian routes and spaces, and sets a design benchmark for the Central Quay redevelopment. The marketplace concept at ground floor signals a radical and different approach to office design and will enliven the surrounding public realm, and subject to take-up by independent traders has the potential to create an interesting and attractive destination in its own right.
- 8.9 The MSCP benefits from a generous and active ground floor and an interesting façade design. Considering its highly utilitarian nature the building has the potential to enhance Penarth Road and contribute positively to the public spaces to the north and south by virtue of the ground floor and façade treatment.
- 8.10 *Public Realm works:* The proposals include a significant part of a new public square outside the rear entrance to Central Station (Station Square), the northern end of the main boulevard, and the new Crawshay Street entrance to the site, thus establishing some of the key pedestrian routes and spaces

proposed in the supporting Central Quay Masterplan. The hard and soft landscaping proposals are considered acceptable in principle.

- 8.11 A condition has been imposed requiring the submission of an inclusive access strategy for the MSCP for all groups.
- 8.12 The on-site public realm proposals are acceptable subject to public realm standard landscaping conditions and MSCP inclusive access condition.
- 8.13 *Highway Enabling Works:* Pedestrian access to the site forms part of the highway enabling works to Penarth Road and includes traffic signal-controlled pedestrian crossings across Penarth Road and the Phase 1 access road.
- 8.14 Pedestrian movement across Penarth Road at the Dumballs road junction is already provided for and is controlled by traffic signals. It is likely that when the Metro is introduced to this part of Cardiff City Centre that major alterations to this junction may be required. As part of those works there is an opportunity for improved pedestrian crossing facilities such as straight-across crossings to be incorporated into the design in order to cater for the projected increase flow of pedestrians to/from Dumballs Road/ Callaghan Square.
- 8.15 The highway enabling works are acceptable subject to a highway works condition and Section 278 agreement.

#### **c. Access and parking**

- 8.16 The access arrangements to the office building for users and for servicing, and to the MSCP for parking and for pick-up and drop-off, are acceptable.
- 8.17 The number of parking spaces provided for the office (50) is policy compliant given the highly sustainable location. The number of additional parking spaces for public use is considered acceptable. See the 'Proposed land uses' section above.
- 8.18 Subject to highway enabling works on Penarth Road the impact on the local highway network is acceptable.

#### **d. Impact on public transport services**

- 8.19 *Cardiff Central Station:* The increase in public parking provision for rail users and the design and location of Station Square at the entrance to the Station enables the expansion and improvement of Central Station. The masterplan demonstrates how the site can accommodate the Metro running on the north-south boulevard, and does not prejudice a metro stop in the new square adjacent to the station entrance.
- 8.20 Future plans for the station envisage a new tunnel link under the railway and/or a bridge link over the station providing a direct pedestrian route from the Central Quay development to Central Square, and the opportunity to fully

integrate trains, buses, metro, taxis, cyclists, pedestrians and cars in line with the Cardiff LDP.

- 8.21 National Express coach/ replacement rail bus parking is proposed, further integrating public transport services in the city centre.

**e. Conclusions of the Environmental Statement**

- 8.22 The LPA cannot grant planning permission unless it has taken the "environmental information" into consideration and it states in its decision that it has done so - Reg 3 (3) of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2016.
- 8.23 The application was accompanied by an Environmental Statement (ES) comprising Vol 1 Non-Technical Summary (NTS), Vol 2 Technical Assessments, and Vol 3 Appendices and Figures.
- 8.24 The ES concludes that the likely environmental effects arising from the scheme are as follows:
- 8.25 *Transportation:* Traffic impact has been assessed during the construction and operation phases. The study area and assessment scenarios have been agreed with CC. The assessment assumes the highway enabling works to Penarth Road that will be delivered as part of the phase 1 development, and the retention of the NR Fish Jetty car park.
- 8.26 All links which are sensitive to traffic increases in the area directly surrounding the development site and key strategic routes to the wider network have been assessed. Impacts are classed as negligible, slight, moderate and substantial. Substantial and moderate impacts are considered to be significant in EIA terms.
- 8.27 No traffic effect is classed as significant, i.e. moderate/ substantial adverse, in either the construction or operational phases. Whilst the traffic impact for the construction phase will not be significant, mitigation is proposed in the form of a Construction and Environment Management Plan (CEMP). The CEMP will manage delivery timetables, vehicle routing, and on-site behaviour.
- 8.28 The operational phase will generally have a negligible effect upon traffic and driver delay, apart from the Dumballs Road link where there will be a slight adverse impact in terms of increased traffic volume resulting in increased queuing on the eastbound traffic in the AM peak, and the westbound traffic in the PM peak.
- 8.29 However the development will introduce significant upgrades to the local sustainable transport infrastructure provision resulting in better continuity of routes and safer environments for cyclists and pedestrians. On balance the proposed measures adequately mitigate the development effect and will have an overall beneficial effect in terms of transportation.

- 8.30 *Townscape & Visual:* The site is within an area of overall low townscape value with the exception of the listed Central station immediately to the north, and the Brains brewery building and chimney adjacent to the application site which are to be retained as part of the wider proposals for Central Quay. A total of 7 key public viewpoints requiring accurate visual representations (AVRs) were agreed. A further 2 assessments were made based on CGIs of long distance views from Penarth and the Barrage. The impact on the townscape receptors and on these views was assessed.
- 8.31 The assessment concludes that there would be a substantial beneficial townscape effect deriving from the development. The setting of the retained brewery building and chimney and the Central station will be enhanced.
- 8.32 *Air Quality:* A detailed AQ Assessment to assess concentrations of the pollutants Nitrogen Dioxide and Particulate Matter was undertaken for 22 receptors in 4 different scenarios previously agreed with the Council, for both the construction phase and the operational phase in 2021 (assumed year of opening). An assessment of the dust generated from construction activities, was also undertaken.
- 8.33 Crawshay Street has the potential to experience moderate adverse impacts from dust during the construction phase. The residual impact (ie. after mitigation) of construction-related activities is anticipated to be negligible/ minor adverse, provided that appropriate mitigation measures are implemented and enforced through an AQ Dust Management Plan as part of the Construction Environmental Management Plan (CEMP).
- 8.34 For the operational phase AQ concentrations were modelled for a worst case scenario (vehicle emissions remain at current levels), and a best case scenario (vehicle emissions reduce as a result of improved engine technology/ introduction of electric vehicles etc). In the worst case scenario impacts would be moderate adverse at 6 receptors and slight adverse at 2 receptors. In the best case scenario (vehicle emissions reduce) the impact would reduce to negligible/ slight adverse.
- 8.35 The ES concludes that a slight/moderate adverse effect on air quality is expected if Emissions Factors remain at 2016 levels. However, if levels reduce as expected the impact would not have a significant effect on pollution concentrations in the area
- 8.36 *Ground Conditions:* The Ground Conditions Assessment concludes that the risk to end users of the site is low.
- 8.37 *Noise & Vibration:* The assessment considered noise and vibration impacts during the construction and operation of the proposed development on nearest residential properties on Crawshay Street, Penarth Road and Taff Mead Embankment, and the commercial, hotel and office developments which are in close proximity to the site.



- 8.38 The assessment found that all receptors, with the exception of Crawshay Street, are predicted to experience a neutral to minor adverse effect during the construction phase. Notwithstanding proposed mitigation measures as part of the CEMP there will be a significant moderate adverse impact from both noise and vibration on Crawshay Street during foundation works. Structural damage from vibration during piling works is not significant.
- 8.39 Operational plant associated with the development is predicted to have a minor adverse effect on Crawshay Street and the closest house on Penarth Road.
- 8.40 The impact of noise from future traffic volumes generated by the development on the surrounding road network is predicted to have a negligible impact with the exception of the Clayton Hotel where a minor adverse impact is predicted.
- 8.41 *Water Resources:* A strategy has been developed for draining the site and agreed in principle with Dwr Cymru Welsh Water (DCWW). A Hydraulic Modelling Assessment is being undertaken to assess the adequacy of the water supply. Mitigation measures will be required during the construction phase only to ensure that the water quality in the river will not be affected.
- 8.42 *Ecology:* An Extended Phase 1 Habitat Survey and Bat survey was carried out on the site. The impact assessment concluded there could be minor adverse effects on the Severn estuary designated sites and the River Taff SINC without mitigation. With appropriate mitigation measures impacts are assessed as negligible. Key to effective mitigation will be an Ecological Construction Method Statement including the establishment of an ecological protection zone with a 10m buffer from the River Taff, pollution control measures in the drainage infrastructure, and restricted lighting during the construction and operational phases.
- 8.43 *Built Heritage, Socio-Economic, Population and Human Health, Daylight/Sunlight and Overshadowing, and Wind Microclimate:* The environmental impact of the Phase 1 development in all of the above areas is assessed as either negligible or beneficial.
- 8.44 *Cumulative impact:* The assessment of the cumulative impact includes the wider Central Quay masterplan, Central Square (completed, under construction and consented), Williams Court, Trade Street (under construction), Land at Suffolk House, Trade Street (planning application), and Crawshay Court, Curran Road (consented). The ES concludes that the likely environmental effects arising from the wider development are not significant.
- 8.45 The ES also presents an alternative cumulative assessment scenario that looks at the potential impacts if Central Quay accommodates the level of car parking sought by Network Rail and other rail operators (890 spaces in a low growth scenario and up to 1,135 spaces in a high growth scenario).
- 8.46 This shows that increased parking provision within the site would have an adverse impact of moderate to substantial significance on driver delay for both

the high and low growth scenarios and moderate adverse impacts on accidents and safety during the high growth scenario. All other impacts are not significant.

- 8.47 It is considered that the ES has properly assessed the likely environmental effects of the development. No significant adverse operational environmental impacts have been identified.

***f. Issues raised by consultation responses***

- 8.48 *Landscaping/ public realm:* The Tree Officer raises some concerns over the choice of tree species and the planting methodology. The overall public realm/ landscaping scheme is however considered acceptable subject to further discussion of detailed elements of the scheme at condition discharge stage.
- 8.49 *Noise & Vibration:* The concerns raised by the Pollution Control (Noise) officer are mainly related to noise and vibration during the construction phase. The redevelopment of a city centre site is bound to raise such concerns and the construction management plan required by condition will include a noise and vibration mitigation plan showing how the impact on the residents of Crawshay Street and Penarth Road can be mitigated/ minimised.
- 8.50 *Air Quality (AQ):* The concerns raised by the Pollution Control (AQ) officer relate primarily to the methodology used in assessing the AQ impacts during the operational phase, and to dust during the construction phase. The methodology used to assess the impact of the operational phase (traffic) is in the process of being amended as a result of discussions between the Council and the applicant's AQ consultant. The Construction & Environmental Management Plan (CEMP) required by condition will include a dust control plan showing how the impact on the residents of Crawshay Street and Penarth Road can be mitigated/ minimised.
- 8.51 *Natural Resources Wales (NRW):* The issues raised by NRW in relation to contamination are covered by standard land contamination conditions. The issues raised in relation to bats have been addressed by virtue of an additional survey of the brewery building which concludes that bats do not use the building to roost. In relation to the impact of construction activities on the River Taff SINC a condition is included which requires the submission of an Ecological Construction Method Statement (ECMS) for approval by the Council's Ecology Officer.
- 8.52 *Ecology:* The Ecology Officer is satisfied that the impact on the River Taff SINC can be adequately mitigated through the implementation of an approved ECMS and concludes in his Habitats Regulation Assessment (HRA) that the proposed development is not likely to have a significant impact upon the Severn Estuary designated sites, or any other designated sites.
- 8.53 *Network Rail (NR):* Concerns raised by Network Rail relate primarily to the number of public parking spaces and rail replacement bus stands to be provided. The former has been addressed by the addition of a floor to the MSCP. The Transportation Officer is satisfied with the level of parking provision

proposed. In relation to the number of rail replacement bus stands (3 stands provided, NR requests a minimum of 6) the developer is in discussions with Network Rail and there is potential for additional stands to be accommodated on the existing NR car park as part of future phases.

- 8.54 The Transportation Officer concludes that on balance the economic, employment and place-making opportunities that Central Quay offers, along with improvements to the sustainable transport infrastructure, and the positive impact of emerging Metro and Bus Station proposals, outweigh the theoretical impact on traffic along the Penarth Road corridor and Dumballs Road junction.
- 8.55 *Waste Management:* Waste management arrangements are acceptable subject to a condition for more details.

### **Other Matters**

- 8.56 *Equalities Impact Assessment:* The Public Sector Equality Duty (Section 149 of the Act 2010) requires the Council to have due regard to the need to eliminate discrimination, promote equality of opportunity and foster good relations between different communities. The Act identifies a number of 'protected characteristics', namely, age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. In terms of the promotion of inclusive access, equality and diversity, there will be no apparent abnormal differential impact on any people protected under the Equality Act 2010 as assessed at this stage, noting that the detailed design of the public realm, including the highway improvement works is the subject of planning conditions and/ or Section 106 legal agreement.
- 8.57 *Wellbeing of Future Generations (Wales) Act 2015:* Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5).
- 8.58 This duty has been considered in the evaluation of this application and it is concluded that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.
- 8.59 *Statutory pre-application public consultation:* The statutory pre-application public consultation was carried out in accordance with legislation and is considered acceptable.

## **9. CONCLUSION**

- 9.1 The application is for the first phase of the redevelopment of a strategic city centre brownfield site to the south of the railway station (Central Quay). The proposals have been developed in conjunction with the Council, Network Rail,

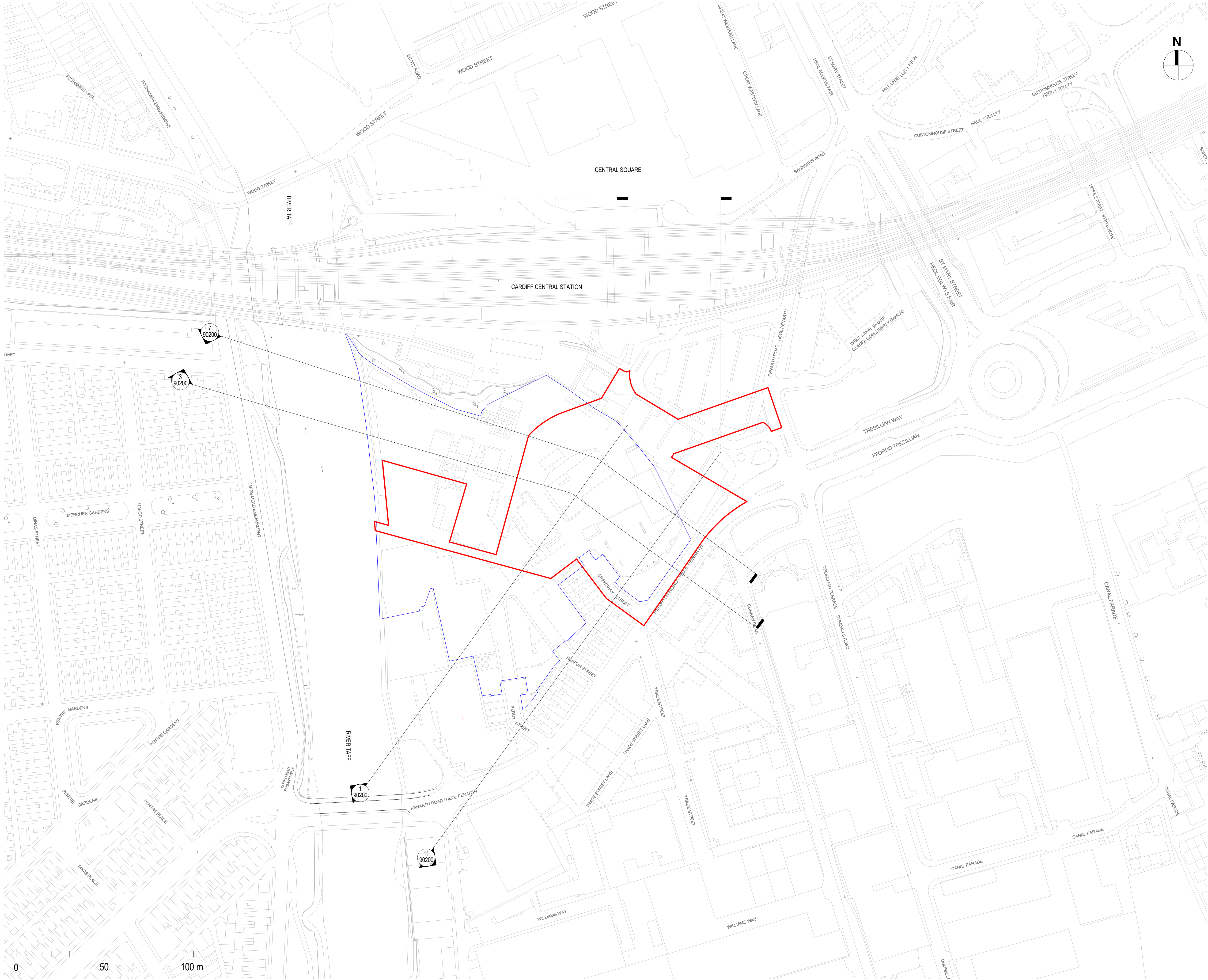
and Welsh Government, and fully take into account emerging plans for the future Cardiff Metro, and the expansion of Cardiff Central Station. Considered together with the redevelopment of Central Square to the north of the railway the proposals have the potential to deliver a fully integrated transport hub for the city and wider region.

- 9.2 The proposals deliver a significant quantum of office space in a high quality mixed use office block, public realm in the form of a generous new public square to the front of the station entrance, and a multi-storey car park that unlocks the future development of the area by accommodating the future growth of Central Station and the redevelopment of the wider area.
- 9.3 The proposals are policy compliant and there are no objections from Council Service Areas or external consultees. The Environmental Statement concludes that no significant adverse operational environmental impacts have been identified.
- 9.4 The Phase 1 proposals and supporting Central Quay Masterplan substantially realise the vision for the area in accordance with the 2016 Local Development Plan and it is recommended that planning permission be granted, subject to conditions.



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■ Architecture ■ Sustainability ■ Interiors ■ Visualisation ■



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1	Planning Issue	SRS	CT	31.01.18
Rev	Description	Rev'd	Chk'd	Date
STATUS: PLANNING				
SUITABILITY NUMBER KEY:				
WIP		DOCUMENTATION - SIGN-OFF		
S0 - Work in Progress*		A - Fit for construction		
SHARED		B - Fit for construction, with comments		
S1 - Fit for co-ordination**		ARCHIVE		
S2 - Fit for information		AB - As Built		
S3 - Fit for internal review and comment		FC - Final Construction		
S4 - Fit for construction approval		DOCUMENTATION		
D1 - Fit for costing		* For internal pre-issue usage only.		
D2 - Fit for tender		** For model file usage only.		
D3 - Fit for contractor design				
D4 - Fit for manufacture/procurement				

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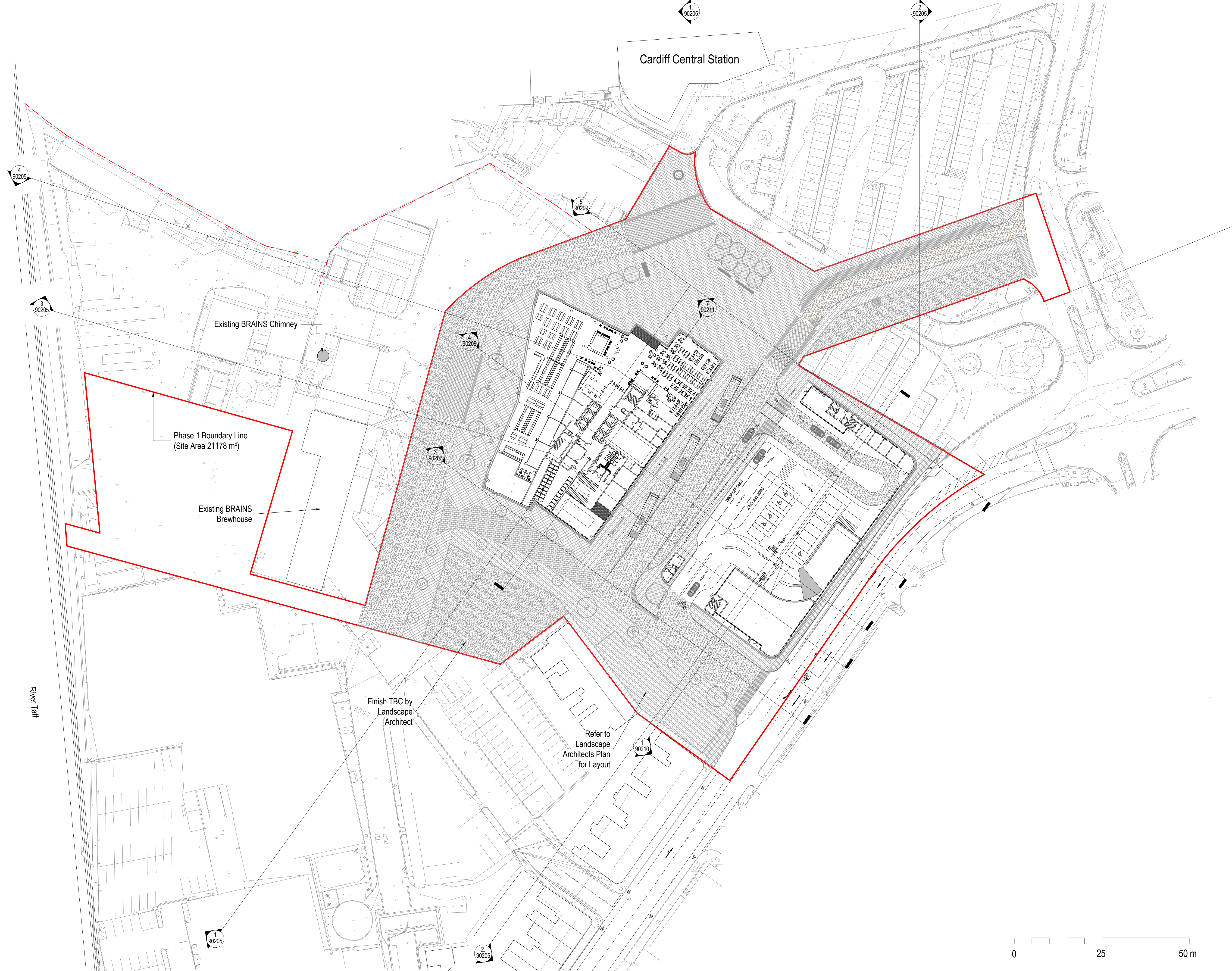
PROJECT TITLE :  
Central Quay Phase 1  
-

DRAWING TITLE :  
Location Plan

DRAWN BY : SRS    CHECKED BY: CT    APPROVED BY : RR  
JOB NO : 0305    SCALE : 1 : 1250 @ A1

SUITABILITY :		S2					
DATE :	11/12/17	REVISION:	1				
PROJECT	ORIGIN	VOLUME	LEVEL	TYPE	DISCIP.	NUMBER	
0305	RIO	00	XX	DR	A	90010	





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N

**Site Levels Data**

FFL for the Marketplace 8.00 AOD  
FFL for the M.S.C.P. 7.76 AOD

**Public Realm Design**

Please refer to Landscape Architects drawings for public realm design and specification

4	Car park layout + landscape updated	EL	CT	27.03.18
3	MSCP Revised following NR PAC Response	JY	CT	19.03.18
2	Planning Issue	SRS	CT	31.01.18
1	Buildings updated. General updates.	SRS	JY	21.12.17
Rev	Description	Rev'd	Chk'd	Date
STATUS:		PLANNING		
SUITABILITY NUMBER KEY:				
WIP		DOCUMENTATION - SIGN-OFF		
S0 - Work in Progress*		A - Fit for construction		
SHARED		B - Fit for construction, with comments		
S1 - Fit for co-ordination**		ARCHIVE		
S2 - Fit for information		AB - As Built		
S3 - Fit for internal review and comment		FC - Final Construction		
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DOCUMENTATION				
D1 - Fit for costing		* For Internal pre-issue usage only.		
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D3 - Fit for contractor design				
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PROJECT TITLE :  
Central Quay Phase 1 Site

DRAWING TITLE :  
Proposed Site Plan

DRAWN BY : SRS		CHECKED BY: JY		APPROVED BY : RR		
JOB NO : 0305		SCALE :		1 : 500 @ A1		
SUITABILITY :			S2			
DATE : 06/12/17		REVISION:		4		
PROJECT	ORIGIN.	VOLUME	LEVEL	TYPE	DISCIP.	NUMBER
0305	RIO	00	XX	DR	A	90012



# The Ledger

