



County Hall
Cardiff
CF10 4UW
Tel: (029) 2087 2000

Neuadd y Sir
Caerdydd
CF10 4UW
Ffôn: (029) 2087 2000

LATE REPRESENTATIONS

Committee PLANNING COMMITTEE

Date and Time of Meeting WEDNESDAY, 15 DECEMBER 2021, 10.00 AM

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

Late Reps Schedule – 15.12.21

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LATE REPRESENTATIONS SCHEDULE
PLANNING COMMITTEE – 15th DECEMBER 2021

| | |
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| PAGE NO. 1 | APPLICATION NO. 21/01806/MJR |
| ADDRESS: | CANTON COMMUNITY HALL, LECKWITH ROAD, RIVERSIDE |
| FROM: | Housing Officer |
| SUMMARY: | <p>The Housing Officer says that discussions with the Parking Team has helped him understand that the team is proposing that the parking in the residential area south of the site will be subject to a new residents parking zone although not formalised yet as a TRO. He understands that the streets being looked at include Philip Street, Picton Place, Albert Walk and Picton Walk. As part of the scheme Housing are proposing that the four parallel spaces on Picton Place will be adopted and become part of the residents zone.</p> <p>Housing also understand from Highways that other nearby streets in Canton and Riverside are protected by 75% resident parking schemes (with 25% of space left unrestricted).</p> |
| REMARKS: | Noted |

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| PAGE NO. 1 | APPLICATION NO. 21/01806/MJR |
| ADDRESS: | CANTON COMMUNITY HALL, LECKWITH ROAD, RIVERSIDE |
| FROM: | Housing Officer |
| SUMMARY: | <p>The Housing Officer states:</p> <p>I would be more than happy for the scheme to provide funding for parking and traffic improvements in the local area. We always said that the scheme would do this to help mitigate the loss of parking. This originally was to help fund improvements to the remaining car parks in canton & riverside including better signage and access and also (if required) to fund a residents parking zone for the streets around the site. If there is another project that could be funded, I would be happy to allocate a further £10k for this also. If you want to include that committee report, I'd be happy to.</p> |
| REMARKS: | <p>(a) That RECOMMENDATION 1 be amended to read:</p> <p>That planning permission be GRANTED subject to the applicant entering a Unilateral Undertaking to (i) contribute £29,676 to open space in the locality; (ii) prior to development commencing submit for approval details of off-site car park improvements, to include information on lining, signing and road marking improvements, to the Local Planning Authority and for the approved details to be implemented prior to beneficial occupation; and (iii) contribute £10,000</p> |

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| | <p>to fund a residents parking zone for the streets around the site and the following conditions:</p> <p>(b) Para 9.5 be amended to read:</p> <p>A Unilateral Undertaking is required to secure a financial contribution towards open space in the locality, fund a residents parking zone for the streets around the site and improve local car parks at Severn Road, Gray Street, Wellington Street and Harvey Street. The applicant has confirmed agreement to enter such an Undertaking</p> |
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| PAGE NO. 1 | APPLICATION NO. 21/01806/MJR |
| ADDRESS: | CANTON COMMUNITY HALL, LECKWITH ROAD, RIVERSIDE |
| FROM: | Transport Officer |
| SUMMARY: | <p>The Transport Officer recommends condition 34 be reworded to read:</p> <p>Prior to occupation an adopted highway plan shall be submitted to the Welsh Government (along the lines of plan 'Proposed Order plan, showing the highway to be stopped up or diverted'), illustrating areas of adopted highway to be stopped up and areas of land to be additionally dedicated as public highway, as part of the stopping up order process.</p> <p>Reason: To ensure an appropriate area of public highway is attained following development (<i>reason LDP Policy T5</i>).</p> |
| REMARKS: | That condition 34 be amended as per the recommendation of the Transport Officer |

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| PAGE NO. 1 | APPLICATION NO. 21/01806/MJR |
| ADDRESS: | CANTON COMMUNITY HALL, LECKWITH ROAD, RIVERSIDE |
| FROM: | Agent |
| SUMMARY: | <p>The agent has submitted 2 drawings, one of nearby public car parks and the other of the proposed parking next to the development. The agent states:</p> <ul style="list-style-type: none"> The first is an aerial view of Canton, showing the site in its context in relation to the defined District Centre. The image also shows that the other existing Council car parks, at Gray Street and Severn Road, which as can be seen, are in equally strong positions in relation to their proximity to the District Centre, with all three car parks sharing site boundaries with the edge of the defined District Centre. Therefore the loss of the Council car park within our application site would not prejudice the accessibility via private motor vehicle to Cowbridge Road East District Centre. Indeed, it is worth reiterating that the disposal of the |

car park was a suggestion that originated from the Local Authority's Highways department and that we as an applicant team did not broach its loss unprompted. The same is true for all elements of this proposal, including the relocation of the MUGA; and the replacement (albeit that reprovision is proposed) of the community centre.

Car Parking strategy

The scheme proposes a total of 18 car parking spaces as follows:

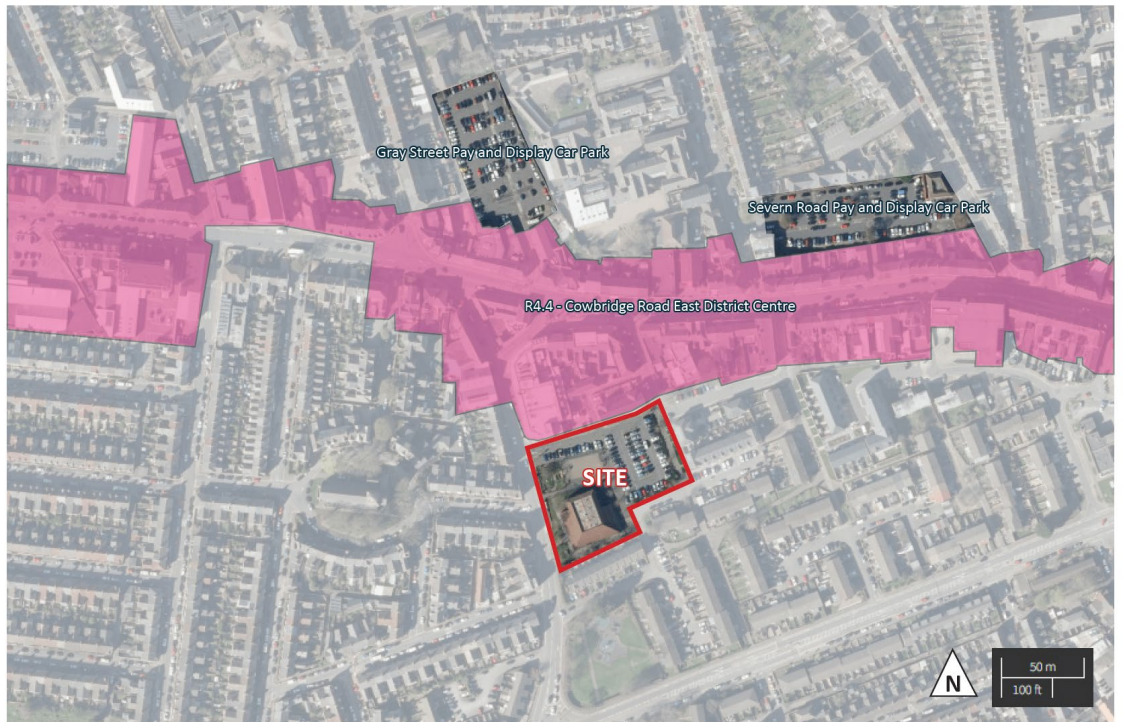
- 5 spaces in parallel bays to Albert Street to be short-stay pay and display parking.
- 2 spaces in parallel bays to Albert Walk, with one designated for resident's pool car EV charging and the other for general disabled use.
- 4 spaces in parallel bays to Picton Place.
- 7 spaces in perpendicular bays accessed from Albert Street to the north of the MUGA for resident's use. Four of these bays are to be designated for Blue Badge holders.

- Drop-off, deliveries & emergency services
- Residents' parking
- Residents' parking - Blue Badge
- Residents' pool car EV charging
- Short-stay pay and display parking
- On street parking
- Disabled parking



The second image is a site plan, amended for the purposes of presentation at Committee from a similar plan with the Design and Access Statement. This shows the car parking strategy via coloured-up elements, in respect of who is able to park where, both on and around the site. There is also some commentary down the left-hand side of the image to describe what is shown. I trust this is fairly self-explanatory, but would hopefully be a useful visual aid to you and Councillors, given the line of questioning on site.

Riverside Community Living - Proximity to Pay and Display Car Park



REMARKS: Noted

| PAGE NO. 215 | APPLICATION NO. 21/1359/MJR | | | | |
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| ADDRESS: | LAND AT FORMER WASTE TRANSFER CENTRE, WAUN GRON PARK, LLANDAFF, CARDIFF | | | | |
| FROM: | Housing Officer | | | | |
| SUMMARY: | <p>The Housing Officer in response to TFW comments responds to each of the points as follows:</p> <table border="1"> <thead> <tr> <th>TfW</th> <th>Response</th> </tr> </thead> <tbody> <tr> <td>Where AIW have defined access points, these must be maintained to AIWs satisfaction. We require that any public realm works do not encroach on the access routes and that AIW have the ability to manoeuvre equipment. This includes the planned boundary fence, which must allow for a gap sufficient for inspection of the railway's boundary fence.</td> <td>Noted. Cardiff CC to agree boundary treatments with AIW / TfW at the detailed design stage.</td> </tr> </tbody> </table> | TfW | Response | Where AIW have defined access points, these must be maintained to AIWs satisfaction. We require that any public realm works do not encroach on the access routes and that AIW have the ability to manoeuvre equipment. This includes the planned boundary fence, which must allow for a gap sufficient for inspection of the railway's boundary fence. | Noted. Cardiff CC to agree boundary treatments with AIW / TfW at the detailed design stage. |
| TfW | Response | | | | |
| Where AIW have defined access points, these must be maintained to AIWs satisfaction. We require that any public realm works do not encroach on the access routes and that AIW have the ability to manoeuvre equipment. This includes the planned boundary fence, which must allow for a gap sufficient for inspection of the railway's boundary fence. | Noted. Cardiff CC to agree boundary treatments with AIW / TfW at the detailed design stage. | | | | |

| Bus routes | |
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| TFW note that there will be a number of new buses coming through this route, with none likely to terminate at this location, and query as to if there will be a time penalty for this new interchange? | At this stage, the number of services serving the interchange and the detailed operation of the routes is yet to be determined. . |
| The junction from the Interchange into Waungron Road to turn right towards the traffic lights on Western Avenue involves crossing a number of lanes of traffic, including opposing filter lanes. Is this junction being signalised, so buses exiting and turning right are able to do so without incurring any delays? | Both ends of the interchange will be signalised (onto Waungron Road to the north and onto Western Avenue to the south), with buses being able to turn right onto Waungron Road and right onto Western Avenue. The capacity of these junctions has been tested as part of the previously approved planning application in 2016. Buses cannot turn right into the interchange from Western Avenue. |
| The junction at the other end of the Interchange – i.e. turning right from the Interchange onto Western Avenue. Again this involves a right turn across a very busy road, so is this junction going to be signalised with priority for buses? | It is important to note that the s106 obligations for Plasdwr, NW Cardiff will see the delivery of bus lanes which will help to mitigate potential delays in this area resulting from the interchange and the additional signalised junctions, specifically – 90m southbound bus lane on Fairwater Road approach to St Fagans Road junction at Fairwater Green; 300m eastbound bus lane on St Fagans Road heading towards the interchange; 100m westbound bus lane on Waun-Gron Road (E) at its approach to the Western Avenue junction. |
| Will the current bus stop at Waun Gron remain in place or will it be replaced by the two new stops outside this location? | The current bus stops along Waungron Road will remain in place. The westbound bus stop on Waungron Road is likely to be relocated approximately 100m to the west and the eastbound bus stop will be retained. |

| Bus rapid transit | |
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| <p>The WelTAG Stage 1 Report (Strategic Business Case) for the North West Corridor (February 2021) identifies a BRT (Bus Rapid Transit) route option which passes through Waungron Interchange (BRT 4) and as such should not be prejudiced by the development proposals. This option will be appraised further through the associated WelTAG Stage 2 Study (Outline Business Case).</p> | <p>Noted. No comment.</p> |
| Ramps and accessibility | |
| <p>Is there opportunity to widen the ramp access into the development area to improve what is currently a narrow access?</p> <p>If not now, then the opportunity will be lost for TfW to widen in future and secure better integration with the bus interchange.</p> | <p>The Ramp and access to the railway station is under the ownership of Transport for Wales. Discussions about ramp access have taken place, but it is understood that TfW does not have the funding for this at present.</p> <p>The application does seek to open up the northern corner of the interchange to make the interchange look more visible.</p> |
| <p>Is there scope for TfW to extend the ramped access to the eastern platform southwards for more direct connectivity to the interchange and the bus shelters, subject to funding?</p> | <p>This is something that needs to be looked at by TfW in detail if provision of improved access is being considered.</p> |
| <p>The site boundary includes access to the ramps leading to the platforms and the transition from the ramps to the highway should be improved to increase openness and visibility for anyone exiting the ramps onto the footway. Consideration longer-term of significantly enhanced access to the platforms from the bus interchange.</p> | <p>Wider public realm improvements to street access to the ramps will be looked at as part of the delivery of the project. Cardiff Council will continue to work with TfW on these proposals so that any changes are mutually beneficial.</p> |
| Cycle lanes | |
| <p>Cycle route access from Western Avenue to the train station should be accommodated along the access road with separation of cyclists from motor vehicles as this will be the cut through that people will use rather than going to the signal controlled junction with Waungron Road. We'd suggest that</p> | <p>The new interchange road will be only used by buses and refuse vehicles and as per previous planning application, cameras will be installed to ensure that any people using the interchange road are fined.</p> |

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| <p>some separate provision for cycling is included along the access road to facilitate direct access to the station and the wider cycle network</p> | <p>The footways around the building are designed to be at least 2.5m wide. The footway to the west of the building is 4m wide as it is likely that this will be the key route for pedestrians and cyclists.</p> <p>In addition, the interchange road is likely to accommodate up to 10 buses per out (both directions), which is one bus every 6 minutes. Therefore, if required cyclists will be able to use the main carriageway road of the interchange to avoid the signal controlled junction.</p> |
| <p>To fall in line with the movement towards active travel, we would like to suggest that priority access across entry/exit points should be given to active travel.</p> | <p>Northern and southern end of the interchange will be provided with signalised tabled crossings with priority for pedestrians and cyclists.</p> |
| <p>The cycle storage locker location is on the periphery of the development and it's not clear who it's intending to serve, it's remote location is likely to deter potential users. Depending on whether it's for the development or the bus interchange it should be as close to the final destination as possible.</p> | <p>The provision of a cycle storage to the south of the development to provide better cycle parking opportunities for people travelling from the south of the development. These cycle racks are also in close proximity to the bus stops and are, therefore, considered to be appropriate.</p> |
| <p>Would recommend the cycle storage facility within the building includes some form of upright support for the bike frames to rest against and be locked to.</p> | <p>The cycle stores will include two-tier bike stands for residents and Sheffield stands will be provided for office space users. Therefore, residents and commercial space users will be able to secure their bikes.</p> |
| <p>Depending on current thinking for location of cycle storage at the station and availability of space on the platforms, there may be an opportunity to provide an amalgamated facility for both the station and the bus interchange, either by relocating the lockers that are proposed or by expanding the cycle parking included</p> | <p>Expanding cycle parking provision along Waungron Road would narrow the footway. Further dialogue is required with TfW to explore an amalgamated facility once they are able to clarify their position on station improvements / upgrade at Waun Gron Park Station.</p> |

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| | outside the café area backing on to Waungron Road. | |
| REMARKS: Noted | | |

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| PAGE NO. 215 | APPLICATION NO. 21/1359/MJR |
| ADDRESS: | LAND AT FORMER WASTE TRANSFER CENTRE, WAUN GRON PARK ,LLANDAFF, CARDIFF |
| FROM: | Correspondence between Parks Officer/Regeneration Officer and Councillor Driscoll |
| SUMMARY: | <p>The Parks Officer in response to a query from Councillor Driscoll responded as follows:</p> <p>The Planning Obligations Supplementary Planning Guidance (SPG) refers to off-site financial contributions being used for 'functional open space' only - basically land used for the purposes of play, sport and active recreation - and I have listed the nearest such spaces irrespective of ward boundaries. If any contributions are to be restricted to the Llandaff Ward, for which I would need to defer to my Line Manager, then the options would include Llandaff Green, Radyr Court, Danescourt Park (as suggested), Rossetti Close and Radyr Vale.</p> <p>According to our Open Space Assessment, Insole Court is not classed as functional open space so it wasn't included. I appreciate the classifications are a grey area and subject to interpretation so pending approval from my Line Manager Insole Court could be added. I understand though that the land might be leased which could be an issue.</p> <p>Councillor Driscoll responded that:</p> <p>....the Insole parkland is separate from the main House which is under lease. However the grounds are still under the control and maintenance of our parks department which includes public open space.</p> <p>Hopefully we can get an opportunity to discuss the other matters later. I recognise it's a legal undertaking however as this is a council led application any alterations could easily be addressed.</p> <p>(b) The Parks Officer further states:</p> <p>Thank you for confirming the lease situation at Insole Court. I've had confirmation that I can add the spaces to the list provided they are within the relevant catchment (which is 1000m for informal open space).</p> |

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| | <p>Insole Court is certainly within catchment so I will add that but unfortunately Danescourt Park is not.</p> <p>The Regeneration Officer states:</p> <p>Local facilities that are located within proximity to the site and are likely to experience an added pressure as a result of the new population include:</p> <p>Fairwater Hub</p> <p>Fairwater Leisure Centre</p> <p>Plasmawr Local Shopping Centre (local shopping centres are included within the definition of community facilities within the Supplementary Planning Guidance)</p> <p>Fairwater Green Local Shopping Centre.</p> <p>Funding might be allocated to some of these local facilities. As there is often a significant time lag between submission of a planning application and the details of the Section 106 legal agreement being decided, the specific allocation of funding is not decided at this early stage. If the planning application were to be approved, we would then consult local councillors in whose ward the development would take place to ask their views on which local facilities should be prioritised for funding.</p> |
| REMARKS: | Noted |

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| PAGE NO. 215 | APPLICATION NO. 21/1359/MJR |
| ADDRESS: | LAND AT FORMER WASTE TRANSFER CENTRE, WAUN GRON PARK ,LLANDAFF, CARDIFF |
| FROM: | Councillors Driscoll and Hill-John |
| SUMMARY: | <p>Objection on grounds of highway safety and The Crescent is a completely different building.</p> <p>Firstly, thank you Chair and committee, for taking the time to come to the Site visit to see the demographics of the area.</p> <p>Apologies committee for the late representations, but we would like to raise a couple of points for the planning committee to consider.</p> <p>We enclose photographs to illustrate these points.</p> <p>Safety for all Road users</p> |

The collision photos show the incidents that have occurred despite the recent speed reduction to 30mph. The (junction Illustration 1 photo) illustrates the unusual set up of the junction. For traffic turning right from Western Ave into Waungron Road from both directions It shows how the filter arrows direct traffic in front of oncoming vehicles, See how the arrow's in (junction illustration 1) directs traffic into oncoming carriageways of Waungron Road.

The report also references out of date information from 2015/19 personal injury accident data that conveniently excludes areas (as in diagram 2.6 of Lime Transport report) where we have had serious collisions, during this period sadly some resulting in loss of life. But not recorded in the report.

There have also been many accidents at the junction of Fairwater Grove West that are not in the report. A car completely demolishing the front garden walls of No 44 Waungron Road. How can the committee report reference Buildings 1448 metres away but the accident collision report is restricted to shorter distances?

Lime Transport Report

The Lime Transport report is a mish mash cut and paste of a previous application from 2016 that has now lapsed and is out of date. It references transport modelling from 2012 to 2015 in Nottinghamshire and Essex, how is that relevant to this application.

The Lime Transport report describes Western Avenue as *"A single carriageway, major distributor road. The road can be accessed via a roundabout junction with Lansdowne Road.*

This is absolutely incorrect.

Referencing local Cycleways, it says; *"shared footway/cycleway sections provided along the A48/Western Avenue.* This is not the case as shown on their diagram **Figure2.4 local cycling infrastructure.**

There are no Cycleways highlighted on Western Avenue

The committee report makes reference and comparison to a development at 'The Crescent'. We would like. to point out marked differences between these developments.

We enclose photographs to illustrate these points.

- The Crescent is located 1448 metres from Waungron Park Station along Western Avenue.

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| | <ul style="list-style-type: none"> • The Crescent is a mixed housing development of private apartments, co-ownership and Western Permanent Housing Association rentals. • The eastern aspect faces Llandaff Fields parkland with uninterrupted views across to Cardiff Castle • To the West it faces Bishops Fields Cathedral school with uninterrupted views of Llandaff Cathedral. • Over 50 metres to the south it faces three storey Edwardian Houses on Cardiff Road • The South facing aspect of The Crescent development starts at single storey, then steps up to two storeys then to three and four. The highest Five storey aspect faces East and West and is not overlooked by housing. • There are 64 private parking spaces to the South end of the development. A further 67 parking spaces to the North end of the development facing Cardiff Road. It also has a large undercroft private parking garage. There are also dozens of secure private undercroft Garages. It also has off road parking for 30 vehicles. In total close to 190 parking spaces, served by two private roads and a public through road. • The Eastern aspect has a communal Garden amenity area (the size of a football pitch) bordered with dozens of trees all over 120ft tall. This overlooks Llandaff fields to the East surrounded by hedgerows and planting with walkways between. • The Crescent is bordered on three sides by roads, but it is completely different setting compared to the Waungron Development. It is also not bordered by a Railway Embankment. <p>The Crescent is completely different offering and yet is still two storeys lower than what's proposed on Waungron Interchange. And no bus interchange.</p> |
| REMARKS: | <p>(1) The Transport Officer will respond to highway issues at Committee.</p> <p>(2) Para 8.31 of the report states "The Crescent, at the junction of Western Avenue and Cardiff Road, is mainly 6 storeys tall and is a much larger building than currently proposed. The Crescent is similarly on a triangular island site, surrounded by roads. The Crescent lies within the Llandaff Conservation Area."</p> |

The Crescent is 127m in length principally along its frontage with Western Avenue, with a projecting spur 27m in length. The proposed apartments would have a 51m frontage to Western Avenue and 38m frontage to Waun Gron Road.
The maximum height of the Crescent is six storeys comprising 5 floors for residential use above garages fronting Western Avenue.







Table 2.3 Number and severity of casualties

| | Personal injury | | | No. of casualties | Vulnerable users | | | |
|--------------|-----------------|----------|-----------|-------------------|------------------|-------------|-------------|--------------|
| | Fatal | Serious | Slight | | Children | Pedestrians | Motorcycles | Pedal cycles |
| 2015 | 0 | 1 | 4 | 5 | 0 | 0 | 2 | 2 |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 3 | 3 | 6 | 0 | 1 | 2 | 4 |
| 2018 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 4 | 6 | 0 | 0 | 1 | 0 |
| Total | 0 | 4 | 13 | 21 | 0 | 1 | 5 | 6 |

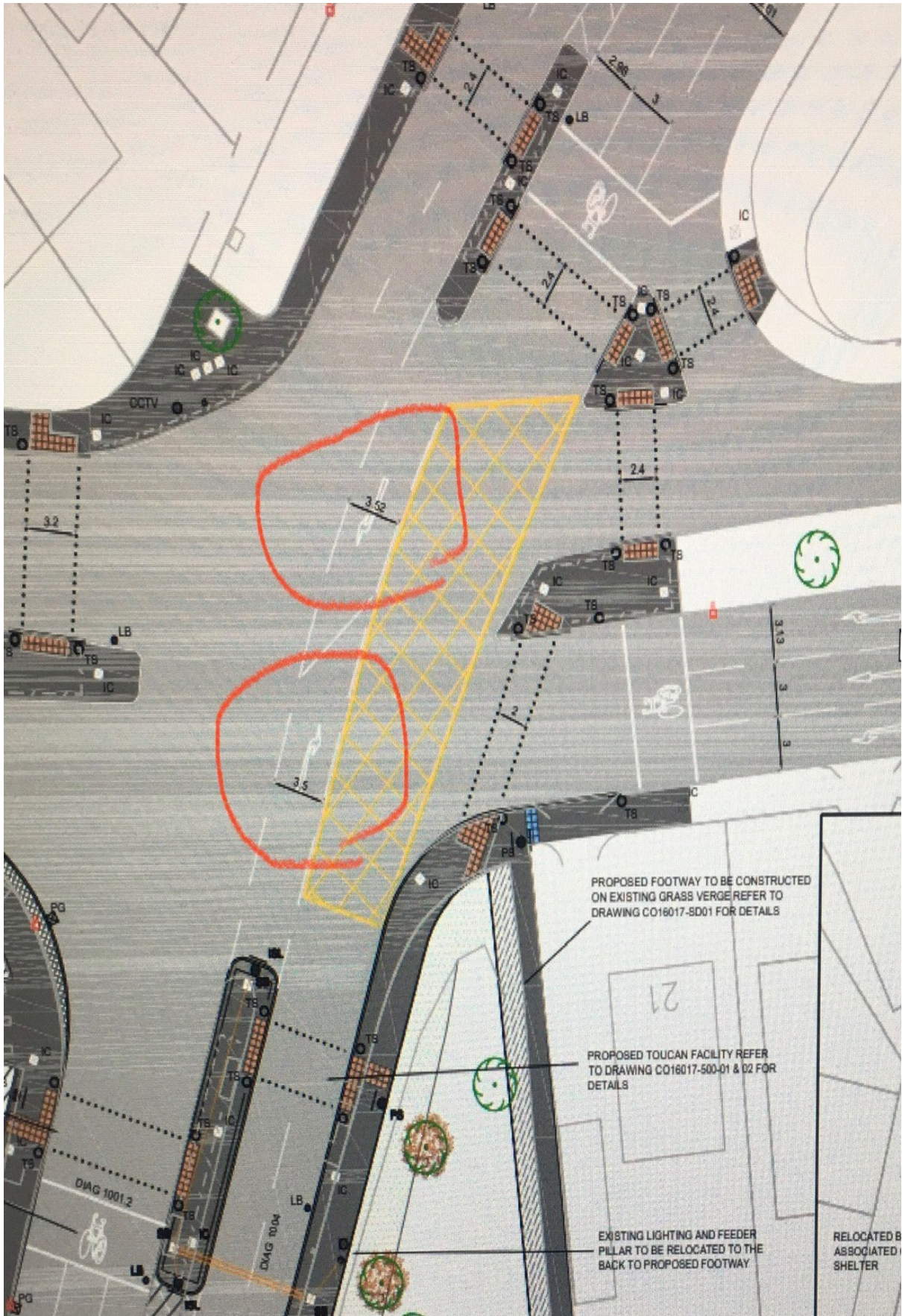
2.6.2 It can be seen from Table 2.3 and Figure 2.3 above that 13 slight and four serious collisions occurred within the study area during the period 2015 to 2019. It can also be seen that 12 accidents involved vulnerable road users, including:

- One accident involving a pedestrian casualty sustaining a slight injury;
- Five accidents involving motorcyclists with three sustaining slight injuries and two sustaining serious injuries; and,
- Six accidents involving cyclist casualties with two sustaining serious injuries and four sustaining slight injuries.

2.6.3 This collision rate appears typical for the environment and volume of traffic, and it is concluded that there is no particular highway safety problem on the local highway network that will be exacerbated by the proposals.



Figure 2.6 Personal injury accident data





Search Maps

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| PAGE NO. 215 | APPLICATION NO. 21/1359/MJR |
| ADDRESS: | LAND AT FORMER WASTE TRANSFER CENTRE, WAUN GRON PARK ,LLANDAFF, CARDIFF |
| FROM: | Agent |
| SUMMARY: | The agent has submitted an amended site plan confirming the retention of the substation in Waungron Road. |
| REMARKS: | Amend condition 2 by deleting reference to Site Layout Plan (ref. 19127(05)101C) and substituting with Site Layout Plan 19127 (05)101E |

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| PAGE NO. 215 | APPLICATION NO. 21/1359/MJR |
| ADDRESS: | LAND AT FORMER WASTE TRANSFER CENTRE, WAUN GRON PARK ,LLANDAFF, CARDIFF |
| FROM: | Councillor Driscoll |
| SUMMARY: | <p>Councillor Driscoll has posed the following questions:</p> <p>Interchange users</p> <p>It's not clear but will the interchange be for Cardiff Bus only or will school transport private bus companies and taxis transporting pupils to school use it.</p> <p>Fairwater Grove West new junction signalling</p> <p>How will buses and school transport head in and out of FG West to the interchange? There are no yellow box markings outside the interchange, so vehicles queuing at the toucan crossing heading west will potentially block the access to the interchange for school buses cutting through the interchange.</p> <p>A traffic-controlled junction on FG West will also mean cars stranded at a green light. They'll be unable to turn left towards Western Avenue because of the traffic queuing at the lights. Especially if you want to head right towards Ely Bridge.</p> <p>The green light sequencing, I guess will be aligned with traffic on Waungron Road heading east and west.</p> <p>On Housing</p> <p>Have the local surgeries and Health boards been contacted and consulted on the proposals to see if full services can be provided</p> |

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| | locally to some residents who may have challenging circumstances and the comprehensive services they sometimes require, if not why not? |
| REMARKS: | The Transport and Housing Officers have been asked to respond to Councillor Driscoll's questions. |

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| PAGE NO. 215 | APPLICATION NO. 21/1359/MJR |
| ADDRESS: | LAND AT FORMER WASTE TRANSFER CENTRE, WAUN GRON PARK ,LLANDAFF, CARDIFF |
| FROM: | Correspondence between Housing Officer and Councillor Driscoll |
| SUMMARY: | <p>Councillor Driscoll asked:</p> <p>I have had a verbal request for information from a resident who is a re-housing industry professional who lives local. Are you able to say if any of the accommodation proposed will potentially be used to house prison leavers?</p> <p>Also, I have had contact from local Doctors Surgeries Ely Bridge, Fairwater HC, Llandaff Surgery, who are very disappointed they have not been consulted on the proposals. They say they wouldn't be unable to provide to some residents who may have challenging circumstances, the comprehensive services they sometimes require.</p> <p>Have the local surgeries and Health boards been contacted and consulted on the proposals to see if full services can be provided locally, if not why not?</p> <p>The Housing Officer in response states:</p> <p>Firstly, I can confirm we have no duty to house prison leavers.</p> <p>Secondly, I can confirm that the supported housing element of the development will not be housing residents with chaotic lifestyles or residents who have just presented as homeless. Our existing schemes in place tackling this type of housing need are located much closer to the city centre where there are a wide range of support services available for tenants. The Waungron Road scheme will provide a small number of 'move-on' supported flats alongside the permanent council tenancies. These flats will only be allocated to those residents who have engaged with support if needed, do not have chaotic lifestyles and are ready to move into a more settled environment. These residents generally just need some low-level support in order to sustain their first tenancy – help with bills for example. Staff are on site during the day to provide this low-level</p> |

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| | <p>support, if this is required. The office space being proposed will also provide agile working space for other council staff alongside the support team and overnight a concierge will remain on site. As with other flatted schemes we have across the city, the building will be linked to our Alarm Receiving Centre (ARC) and monitored 24hours a day.</p> <p>Local doctors surgeries and the Health Board were not specifically consulted as part of the planning application as this is not a planning requirement. However, they will have had access to the details of the PAC & planning application and would have been able to provide a response if they felt the need to as part of the wider public planning application consultation process. As the scheme is not proposing to house tenants with chaotic lifestyles or challenging circumstances, we are not expecting a rise in demand for more comprehensive service provision locally. Indeed, any resident currently living within the local wards in both private housing and council housing may have or develop complex needs at any time, requiring access to services locally to help address this. So in this way, the development has been considered in the same way as the general needs of the wider community. As explained by the Case Officer, a section 106 contribution is also likely to be sought towards improvements to local services, and we would of course involve you in any discussions to identify these needs at the time of allocating.</p> |
| REMARKS: | Noted |

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| PAGE NO. 215 | APPLICATION NO. 21/1359/MJR |
| ADDRESS: | LAND AT FORMER WASTE TRANSFER CENTRE, WAUN GRON PARK ,LLANDAFF, CARDIFF |
| FROM: | Gwyn Lloyd |
| SUMMARY: | <p>The following email has been received:</p> <p>I noticed that whilst partaking of a Council Questionnaire that they referred to the proposed Waungron Road Bus interchange see below</p> <p>“We are exploring the potential to create a single comprehensive (digital) ticket for public transport travel within the Cardiff area. We are proposing to provide a full public transport information facility for metro and bus and create ‘urban transport hubs’ to facilitate transfer between routes and modes of public transport e.g. the proposed Waungron bus / metro Interchange. Better multi modal information at both bus and metro locations will assist passengers in making informed interchanges. Active Travel measures such as bike stands/lockers at interchanges, better walking routes to stations/interchanges and main bus stops will also be included”</p> |

As the proposed development of the site is undecided and was described as Mixed use Housing Development, Office and Commercial Space along with the Provision of a new Highway to Accommodate a Bus Interchange (see below) it seems that it has already been decided by the council as they have combined the housing application with the Bus Interchange in one application so you can not have one part of the application without the other, ergo to have the required Bus Interchange you must approve the housing part of the application and as the Bus Interchange would be a vital part of the councils new Travel Strategy there is no way that this application can be refused no matter the objections raised Even the letter of concern written by Mark Drakeford and Kevin Brennan states:- “The bus interchange aspect of the proposal will hopefully form part of a key element of the local authority’s ambitious plans to improve public transport in Cardiff. We have always argued that transport infrastructure in the west of the city – particularly for public transport- must keep pace with the building of new housing, and a bus interchange will hopefully be a step towards achieving this” So although Messrs Drakeford and Brennan have concerns they are confirming the need for the bus interchange, which due to the duplicity of the application you can’t have one without the other

This application should have been split in two with one application for the housing development and a separate application for the bus interchange.

In fact if you look at the records you can see that an application was made in 2016 for a bus transport hub ref 16/01565/MNR which was granted. Then in 2021 there was an application ref 21/02434/MNR for Variation of condition 1 of 16/01565/MNR to allow a further 5 years to commence works and this is still marked as undecided. So there was an application for the Bus Transport Hub which had been granted and an application for extension of time which is still undecided. So the Transport Hub could in fact go ahead without the housing development that is causing so much controversy all the planning committee needs to do is grant permission for the extension of time on application 21/02343/MNR.

I assume that funding for this scheme will come from two separate departments one from Housing and one from Highways, so if the funding was to come from two separate departments of the council then the application should also have been split into two separate applications. One for the Highways work which its approval is guaranteed due to the nature of the application and its impact on the Council’s Travel Initiative, and the other for the housing work that could be looked at totally separate and in context of the site proposed which should be rejected as the site would be constrained by the existing road infrastructure and the new busy bus interchange which could have serious health implications for residents of the proposed

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| | <p>development also the size and height of the development would not be in keeping with the surrounding urban scape especially when two storey extensions in the same location have been rejected by the planning committee as being too big and overlooking and out of scale.</p> <p>I feel that the impartiality of the decision making with regard to this application to the Planning Committee has been compromised by combining two wholly different types developments, one for Housing and one for Highways, the Highways part of the application being an important part of the Councils Travel and Transport initiative which is needed to ease traffic around Cardiff, but the housing part of the application actually adds to the density of population requiring transport is totally out of keeping with the urban landscape'</p> <p>For Cardiff's Transport Initiative to go ahead the Bus Interchange must be approved despite the over development of the site with the housing part of the application and thus compromises the decision process</p> <p>This application needs to be thrown out and the application for extension of time on the original application for the Bus interchange be granted ref 21/02343/MNR so that the much needed Cardiff Transport Initiative can proceed.</p> <p>A further point I would like to make is that the design of the housing development has bin stores within the structure of the development whereas the council has spent thousands removing bin stores built into existing flats as they were deemed a fire hazard and a danger to the occupiers.</p> <p>So to allow this application the council is permitting the provision of bin stores within the structure of the building that have been deemed a fire hazard on existing housing stock, which should a fire break out in the bin store and anyone died the council could end up being taken to court for corporate manslaughter.</p> |
| <p>REMARKS:</p> | <p>The objector opposes the residential element of the scheme but supports the bus interchange.</p> <p>The Local Planning Authority determines all planning applications on their planning merits, in accordance with the Development Plan and planning guidance.</p> <p>The issue of the safety of bin stores has been addressed within paragraphs 8.82-8.85 of the Officer's report</p> |