



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

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

SYLWADAU HWYR

Pwyllgor PWYLLGOR CYNLLUNIO

Dyddiad ac amser y cyfarfod DYDD IAU, 19 HYDREF 2023, 10.30 AM

Os gwelwch yn dda gweler ynghlwm Cynrychiolaeth Atodlen hwyr a dderbyniwyd mewn perthynas â cheisiadau i gael ei benderfynu yn y Pwyllgor Cynllunio hwn

Mae'r dudalen hon yn wag yn fwriadol

PLANNING COMMITTEE

19th October 2023

AMENDMENT SHEET / LATE REPRESENTATIONS

Agenda Item 5a (Page 3)

APPLICATION NO.	23/01705/VAR
LOCATION:	RED DRAGON CENTRE AND COUNTY HALL, ATLANTIC WHARF, CARDIFF
PROPOSAL:	<p>A variation of condition application made pursuant to Section 73 of The Town and Country Planning Act 1990 to vary Condition 2 (approved plans), Condition 9 (CEMP) and Condition 10 (Soil Resource Survey) of the detailed planning permission (Arena and Hotel) within hybrid planning permission reference: 21/02687/MJR, which approved:</p> <p>HYBRID PLANNING APPLICATION FOR THE PROPOSED DEVELOPMENT OF PART OF A MIXED USE MASTERPLAN WITHIN THE INNER HARBOUR, CARDIFF BAY. INCLUDING OUTLINE DETAILS FOR UP TO 890NO. RESIDENTIAL DWELLINGS (USE CLASS C3), 1,090NO. HOTEL BED SPACES (USE CLASS C1), 19,500SQM OF EMPLOYMENT FLOORSPACE (USE CLASS B1), 27,500SQM OF LEISURE FLOORSPACE (USE CLASSES D1 AND D2) AND 12,310SQM OF RETAIL FLOORSPACE (USE CLASSES A1 AND A3). PLUS ASSOCIATED PUBLIC REALM, OPEN SPACE, HARD AND SOFT LANDSCAPING, DRAINAGE, WALKING, CYCLING, CAR PARKING AND OTHER TRANSPORT INFRASTRUCTURE. TOGETHER WITH FULL DETAILS FOR A MULTI-USE, INDOOR ARENA (USE CLASS D2) WITH SUPPORTING USES AND CAFE (USE CLASS A3) A 182NO. BED SPACE HOTEL (USE CLASS C1) PLUS ASSOCIATED PUBLIC REALM, HARD AND SOFT LANDSCAPING, DRAINAGE, WALKING, CYCLING, CAR PARKING AND OTHER TRANSPORT INFRASTRUCTURE</p>

AMENDED CONDITIONS

Condition 17

Condition 17 as recommended refers to gas protection measures. A revised Ground Gas Risk Assessment (GGRA) was submitted in support of this application, and colleagues in Shared Regulatory Services: Contaminated Land have reviewed. The following comments have been received:

The Revised Ground Gas Risk Assessment (GGRA) refers to the ground gas risk in the context of the initial phases of the proposed development at the site (Arena and Hotel) and can be considered in relation to Condition 17:

Based on the GGRA and clearer design details for the development of the Arena and Hotel, the proposed condition 17 can be amended to exclude reference to monitoring or the requirement for the submission of proposed ground gas measures for approval (the GGRA includes the proposed measures)

As such, Condition 17 is to be reworded to read as follows:

17. All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development phase 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.
 - 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Protection Measures should be designed in line with current best practice as detailed in CIRIA 665 and BS 8485:2015+A1:2019 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To ensure that the safety of future occupiers is not prejudiced.

Condition 2

Additional Landscaping Plans have been submitted which require Condition 2 to be updated, as follows:

2. The arena and hotel shown on plan CAH-HOK-AX-00-DR-A-00-9900 Rev P06 (Full Planning Application - Red Line Boundary Plan) shall be carried out in accordance with the following approved plans:
 - Location Plan: 0371-RIO-XX-XX-DR-A-90500 Rev 5
 - Application Plan: 0371-RIO-XX-XX-DR-A-90501-02
 - Proposed Illustrative Masterplan CAH-ARP-XX-XX-DR-T-00-1001
 - Arena Quarter Proposed Site Layout Plan: CAH-ARP-RX-00-DR-C-00-1011
 - Arena General Arrangement Plan Level 00: CAH-POP-AX-00-DR-A-9100-P01
 - Arena General Arrangement Plan Level 01: CAH-POP-AX-01-DR-A-9101-P01
 - Arena General Arrangement Plan Level 02: CAH-POP-AX-02-DR-A-9102-P01
 - Arena General Arrangement Plan Level 03: CAH-POP-AX-03-DR-A-9103-P01
 - Arena General Arrangement Plan Level 04: CAH-POP-AX-04-DR-A-9104-P01
 - Arena General Arrangement Plan Roof Plan: CAH-POP-AX-RL-DR-A-9105-P01

- Arena GA Sections East-West and North-South: CAH-POP-AX-ZZ-DR-A-9201-P01
- Arena Scope Elevation South and North: CAH-POP-AX-ZZ-DR-A-9301-P01
- Arena Scope Elevation East and West: CAH-POP-AX-ZZ-DR-A-9302-P01
- Arena Visual Elevation South and North: CAH-POP-AX-XX-DR-A-9303-P02
- Arena Visual Elevation East and West: CAH-POP-AX-XX-DR-A-9304-P01
- Arena Elevation South and North: CAH-POP-AX-ZZ-DR-A-9305-P02
- Arena Elevation East and West: CAH-POP-AX-XX-DR-A-9306-P02
- Hotel Proposed Site Plan: 220079-KEP-CAH-KEP-XX-XX-DR-A-601102-P02
- Hotel Proposed GA Plan – Level 00: 220079-KEP-CAH-KEP-XX-00-DR-A-706001-P05
- Hotel Proposed GA Plan – Level 01: 220079-KEP-CAH-KEP-XX-01-DR-A-706002-P01
- Hotel Proposed GA Plan – Level 02: 220079-KEP-CAH-KEP-XX-02-DR-A-706003-P01
- Hotel Proposed GA Plan – Level 03: 220079-KEP-CAH-KEP-XX-03-DR-A-706004-P01
- Hotel Proposed GA Plan – Level 04: 220079-KEP-CAH-KEP-XX-04-DR-A-706005-P01
- Hotel Proposed GA Plan - Level 05: 220079-KEP-CAH-KEP-XX-05-DR-A-706006-P01
- Hotel Proposed GA Plan - Roof Level: 220079-KEP-CAH-KEP-XX-R1-DR-A-706007-P01
- Proposed GA Elevations: 220079-KEP-CAH-KEP-XX-XX-DR-A-703001-P04
- Hotel Proposed GA Sections: 220079-KEP-CAH-KEP-XX-XX-DR-A-708001-P02
- Arena Quarter Landscape Masterplan: CAH-URB-RX-ZZ-DR-L-90-0003-S3-P12
- Base Landscape Plan 1 of 2: CAH-URB-RS-ZZ-DR-L-90-0310-P04
- Base Landscape Plan 2 of 2: CAH-URB-RN-ZZ-DR-L-90-0311-P04
- Tree Retention & Removal Plan 1 of 2: CAH-URB-RX-ZZ-DR-L-90-0007-S3-P10
- Tree Retention & Removal Plan 2 of 2: CAH-URB-RX-ZZ-DR-L-90-0008-S3-P09
- Landscape Site Section AA and Section BB: CAH-URB-XX-ZZ-DR-L-90-0004-S3-P06
- Landscape Site Sections CC – DD – EE – FF: CAH-URB-XX-ZZ-DR-L-90-0013-S3-P03
- Landscape Site Section HH and Section GG: CAH-URB-XX-ZZ-DR-L-90-0014-S3-P03
- Hard Landscape General Arrangement [1 of 3]: CAH-URB-RS-ZZ-DR-L-95-0100-P05

- Hard Landscape General Arrangement [2 of 3]: CAH-URB-RN-ZZ-DR-L-95-0101-P06
- Hard Landscape General Arrangement [3 of 3]: CAH-URB-RE-ZZ-DR-L-95-0104-P04
- Soft Landscape General Arrangement 1 of 2: CAH-URB-RS-ZZ-DR-L-94-0300-P08
- Soft Landscape General Arrangement 2 of 2: CAH-URB-RN-ZZ-DR-L-94-0301-P08
- Cycle Stand Detail: CAH-URB-XX-ZZ-DR-L-90-0502-S3-P04
- Cycle Shelter & Easylift Details: CAH-URB-XX-ZZ-DR-L-90-0504-S3-P03
- Bollard Detail: CAH-URB-XX-ZZ-DR-L-90-0503-S3-P04
- Plaza Operations General Arrangement: CAH-URB-RE-ZZ-DR-L-95-0105-P04
- Arena Plaza Rain Garden Detail: CAH-URB-XX-ZZ-DR-L-94-0404-S3-P04
- Typical Arena Rain Garden Detail (East & West Elevations): CAH-URB-XX-ZZ-DR-L-94-0401-SE-P04
- Rain Garden Maintenance Responsibilities: CAH-URB-XX-ZZ-DR-L-90-0006-S3-P04
- Utilities & Landscape Plan: CAH-URB-XX-ZZ-DR-L-90-0005-S3-P04
- Tree Pit Detail 01: CAH-URB-XX-ZZ-DR-L-94-0403-S3-P06
- Tree Pit Detail 02: CAH-URB-XX-ZZ-DR-L-94-0408-S3-P01
- Tree Pit Detail 03 (Hard Landscape): CAH-URB-XX-ZZ-DR-L-94-0409-S3-P01
- Access Path Surface Detail: CAH-URB-XX-ZZ-DR-L-95-0507-SE-P04
- Pedestrian Deterrent Fence Detail: CAH-URB-XX-ZZ-DR-L-97-0506-P04
- Seating Bench Detail Type 2: CAH-URB-XX-ZZ-DR-L-90-0501-S3-P02
- Wire Trellis System Detail: CAH-URB-XX-ZZ-DR-L-97-0508-S3-P02
- Arena Quarter General Arrangement Plan: CAH-ARP-RX-ZZ-DR-C-90-1000-P02
- Arena Quarter Proposed Finished Levels: CAH-ARP-RX-ZZ-DR-C-90-2000-P02
- Arena Quarter Proposed Utilities Layout: CAH-ARP-RX-ZZ-DR-C-96-5010-P02
- Arena Quarter Proposed Foul Water Drainage: CAH-ARP-RX-ZZ-DR-C-52-4010-P-2
- Arena Quarter Proposed Drainage Details Bute East Dock Outfall: CAH-ARP-RX-ZZ-DR-C-52-4210-P01
- Arena Quarter Proposed Surface Water Drainage Sheet 1 of 2: CAH-ARP-RX-ZZ-DR-C-52-4000-P02
- Arena Quarter Proposed Surface Water Drainage Sheet 2 of 2: CAH-ARP-RX-ZZ-DR-C-52-4001-P02
- Arena Quarter Existing Utilities to be Abandoned: CAH-ARP-RX-ZZ-DR-C-96-5000-P02

Documents:

- Planning Statement (01_ISSUE, 21 July 2023)
- Cover Letter
- Tree Report Addendum (July 2023)

- Landscape Masterplan Report (21.07.2023 Rev P03)
- Arena Quarter Hard Materials Palette (05.06.2023 Rev P04)
- Arena Quarter Soft Materials Palette (05.06.23 Rev P04)
- Arena Quarter Soft Landscape Specification (July 2023)
- Arena Quarter Typical Plant Schedules (10.10.2023 Rev P06)
- Arena Design and Access Statement
- Hotel Design and Access Statement
- Arena External Material Palette Report (05.06.2023, Rev P01)
- Hotel External Material Palette (CAH-KEP-D2-XX-RP-A-852002, 26.06.2023)
- Arena Quarter Drainage Strategy Report (23 June 2023, P03)
- SAB Compliance Statement
- Arena Quarter Utilities Strategy (CAH-ARP-AX-XX-RP-C-96-0600, 23 June 2023, Rev P02)
- Arena Quarter Flood Consequences Assessment (281124 P03)
- S73 Planning Application Lighting Report (CAH-ARP-XX-XX-RP-E-63-0002, July 2023, Rev P02)
- Transport and Access Addendum
- Cardiff Arena People Movement Strategy
- Soil Resource Survey (TOHA/22/5454/CM, Issue 2, March 2022)

ADDITIONAL REPRESENTATIONS

FROM: Councillor Saeed Ebrahim
Councillor Margaret Lewis

SUMMARY: Please see correspondence in full at Appendix A

RESPONSE: The response provided below refers to the matters raised which are material planning considerations only, and does not address matters which cannot be considered in the determination of this application.

Repositioned Cycle Path & Seating

The cycle path has been relocated to aid in the circulation of pedestrians and cyclists, providing a more continuous and uninterrupted route than that previously agreed. The widened cycle lane and repositioning will provide a link to the planned future improvements to the primary north-south route along Lloyd George Avenue, providing additional comfort to users, more capacity and resilience to the active travel route to the north and west of the Hotel.

Whilst the comments relating to the repositioning are noted, it is not considered that the relocation of the active travel route will cause unacceptable detriment to the amenity of residents to the north, to an extent which would warrant a refusal of planning permission on such grounds, particularly owing to the added benefits outlined above. As such, the active travel route is considered to be an acceptable amendment to the approved scheme.

Hotel Design

The comments provided which relate to the materials of the Hotel are noted. The previous scheme was clad predominantly in dark render, whilst the scheme now under

consideration proposes a high-quality cladding, which is considered as an improvement.

Noting the comments about loss of privacy, the Hotel is now positioned around 4 metres further south of properties in Halliard Court, reducing the impact of overlooking and overbearing to a greater extent than that of the consented scheme. The current proposal mitigates the impact more than the original consent.

Transport/Highways

The previous consent (21/02687/MJR refers) considered the principle of the closure of Schooner Way and associated highway layout changes. As the consent is extant, and there is a fallback position, the principle of closing Schooner Way has not been considered as part of this proposal.

In respect of Air Quality, the ES Addendum has been updated in support of this S73 application and concludes that the overall effect of the proposed development is considered to be 'not significant' in relation to concentrations of nitrogen dioxide and particulate matter at all ESR locations assessed. All predicted pollutant concentrations are below the relevant objectives / limit values, at all proposed sensitive receptors considered.

Environment considerations

The development currently under consideration only related to the full planning permission granted under 21/02687/MJR, and does not relate to the Outline Consent. The ES Addendum (July 2023) submitted in support of the application is taken to be true.

Condition 9 (CEMP)

Whilst the comments relating to the working hours are noted, regard must be given to the hours permitted under the extant consent (21/02687/MJR) and the fallback position.

Condition 10 (Soil Resource Survey)

Further details of a methodology for soil stripping, storage, handling, remediation, amelioration and placement and a specification for all imported planting and seeding soils is secured through Condition 10, which requires the submission of a Soil Resource Plan prior to the commencement of development.

**MEMBERS ROOM
YSTAFELL AELODAU**

Our Ref/ Ein cyf: SE/ML

Date 17th October 2023

Alexandra Richards
Planning Officer
Development Management
Room 201
County Hall
Atlantic Wharf
Cardiff
CF104UW



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

Neuadd y Sir
Caerdydd
CF10 4UW
Ffôn: (029) 2087 2088

Dear Ms Richards

**Re: Planning Committee Agenda item 5a - Planning Application
23/01705/VAR**

A variation of condition application made pursuant to Section 73 of The Town and Country Planning Act 1990 to vary Condition 2 (approved plans), Condition 9 (CEMP) and Condition 10 (Soil Resource Survey) of the detailed planning permission (Arena and Hotel) within hybrid planning permission reference: 21/02687/MJR, which approved: HYBRID PLANNING APPLICATION FOR THE PROPOSED DEVELOPMENT OF PART OF A MIXED USE MASTERPLAN WITHIN THE INNER HARBOUR, CARDIFF BAY. INCLUDING OUTLINE DETAILS FOR UP TO 890NO. RESIDENTIAL DWELLINGS (USE CLASS C3), 1,090NO. HOTEL BED SPACES (USE CLASS C1), 19,500SQM OF EMPLOYMENT FLOORSPACE (USE CLASS B1), 27,500SQM OF LEISURE FLOORSPACE (USE CLASSES D1 AND D2) AND 12,310SQM OF RETAIL FLOORSPACE (USE CLASSES A1 AND A3). PLUS ASSOCIATED PUBLIC REALM, OPEN SPACE, HARD AND SOFT LANDSCAPING, DRAINAGE, WALKING, CYCLING, CAR PARKING AND OTHER TRANSPORT INFRASTRUCTURE. TOGETHER WITH FULL DETAILS FOR A MULTI-USE, INDOOR ARENA (USE CLASS D2) WITH SUPPORTING USES AND CAFE (USE CLASS A3) A 182NO. BED SPACE HOTEL (USE CLASS C1) PLUS ASSOCIATED PUBLIC REALM, HARD AND SOFT LANDSCAPING, DRAINAGE, WALKING, CYCLING, CAR PARKING AND OTHER TRANSPORT INFRASTRUCTURE | Red Dragon Centre and County Hall Atlantic Wharf Cardiff.

We write in connection with the above planning application to be considered under agenda item 5a at the Planning Committee meeting being held on Thursday, 19th October, 2023.

As local Councillors representing our Butetown constituents we, firstly, thank Council officers and developers for recent meetings with residents living in the immediate vicinity of the site, giving them some insight into proposals and some discussion, and welcome some resulting changes made to the Arena and wider site. In regards to the conditions seeking consent in this application the following concerns remain:

Condition 2 (Approved plans)

Repositioned Cycle Path & Seating

We disagree with the report assessment that the cycle path creates 'no adverse impact on the amenity of neighbouring residents'. No impact assessment is included in the application in relation to this and the amended plans show the path has moved from south to north of the access road and widened, causing more concern for residents. This location is currently grass with some trees, and a quiet area. Some residents in these houses have resided there for over 20 years, able to enjoy tranquillity in their back gardens.

Whilst we welcome the decision to move the hotel a few metres away from these houses, we feel strongly that it is unsuitable to then move and widen the cycle lane, attracting a high volume of cyclists and pedestrians, with the associated noise including late night noise and large crowds after events using this route to reach the Metro and other transport links. In fact we question the need for the cycle lane in this location at all, given the availability of other options on the development site, away from homes.

Additionally the Officers Report published on the permitted development application on 21st February 2023 states 'a small proportion of the proposed 'residential quarter' would be potentially affected by flooding; this aspect would, however, be considered when a reserved matters application is submitted and the officer's report proposes a condition be imposed to this effect' (Appendix 1, point 22) With this in mind we feel it inappropriate to widen the pathway, removing more grassland and potentially trees, which provide some flood protection.

There is no consideration of the negative impact to local residents of the seating provided for the active travel route, referred to in the Officers Report. Experience in this ward tells us this will become a magnet for anti-social behaviour. We work closely with our SWP neighbourhood policing team and in the recent past has resulted in removal of seating to alleviate anti-social behaviour and criminality, therefore the seating so close to residents' houses is of particular concern and we ask that it is removed.

Hotel Design

The design of the hotel does not incorporate existing building materials of red brick, the application demonstrates a lack of build quality and sympathy with existing buildings in the area. It appears to use the same low quality building materials currently used by the existing Travelodge. The Holiday Inn Staybridge and 'The Wharf' development demonstrate an example of using good design and high quality materials. The hotel should be constructed to the same design, using the same materials and to the same quality specification.

The new position of the hotel being 6 stories high, though within planning constraints, continue to pose a loss of privacy for existing residents living in Halliard Court with guests in hotel rooms being able to see straight into existing houses and apartments, we are disappointed that this application does not incorporate changes to mitigate this, ideally by moving the hotel further away from the houses or reducing the height of the hotel.

Furthermore, there is nothing in the specifications that holds the owners of the Travelodge responsible for the upkeep of their building. As an example, the existing Travelodge has been allowed to deteriorate to a point at which it has become an eyesore and this will impact the quality of life for existing residents of Halliard Court and Barquentine Place. We would like to see a conditional requirement for the hotel owners to keep their building in a good state of repair. There is a Draft Operating Schedule for the Arena by Live Nation, but none for the hotel. We request the same for the hotel.

Arena Design

We welcome the commitment in Live Nation's Draft Operating Strategy to all-electric heat generating plant with heat recovery and photovoltaic array for renewable energy, rather than the gas boilers proposed in the original Energy Strategy for 21/02687/MJR. We note that the Operating Strategy is silent on connecting to the heat network, and that the Planning Statement does not mention the move away from gas boilers.

Recommendation 2 Condition 19 has not been amended to reflect the new strategy. For clarity, we would like to ensure that the Arena uses only the heat network or renewable sources, such as solar panels, so we ask that this Condition is reworded to require no use of energy derived from fossil fuels.

We also hope that future amended plans include much needed community facilities such as community rooms for local residents, social and community activities. The Operating Schedule says that Live Nation 'is committed to ensuring that the Arena bring wider benefits to the community', we therefore ask Live Nation for access to space within the building at times that would not interfere with their running schedule.

Transport / Highways

One of the areas of most concern to us is the highway arrangements during construction and in the permanent plans, specifically the adverse impact of the closure of the south of Schooner Way, and the roundabout arrangements next to Galleon Way.

We are extremely disappointed that there is no solid commitment in the amended plans to provide Schooner Way southern access to residents, during the build and in the longer term. The Officer Report acknowledges the issues with surrounding roads, congestions etc (Point 9.98) however point 9.99 of remains vague on delivering this. This is of major concern not only in relation to existing residents by also future residents. With no access at the southern end of Schooner Way traffic is forced onto Tyndall Street to the north, a road already congested with traffic flow to the left confounded by the city centre traffic lights around Callaghan Square, and those turning right stuck waiting, trapped by the queuing traffic. Among others this includes families with young children trying to reach local primary schools. Whilst we encourage active travel to these schools it is important to acknowledge that this is not always feasible, particularly for those registered disabled.

We believe that without southern access, there is an increased risk of air pollution for residents living nearby the Tyndall Street junction, many of whom are considered pollution-sensitive (TAN 11), such as the elderly and those living with underlying health conditions.

The amended plans make no mention at all of Galleon Way, where residents have just one exit onto the highway, the roundabout on Hemingway Road. Currently they can exit easily, as the volume of traffic in / out of the Red Dragon Centre rarely experiences gridlock. However on events days at the Arena there will be an increased volume of traffic presenting at the roundabout, all of whom have right of way. This will cause serious accessibility issues for Galleon Way residents.

Residents in the large apartment developments in the Pierhead Street area of our ward will also suffer accessibility issues on event days as no plans are included for improving flow of traffic through Pierhead Street either.

The lack of accessibility these situations create for our residents concern us greatly, and we request that an Accessibility Profile is carried out to identify solutions and mitigations, ensuring residents and their visitors can reasonably access their homes without unreasonable delay.

Environment considerations

There are significant omissions and inconsistencies in the updated Environment Statement in the Amended plans. We know Atlantic Wharf is teeming with bats, but the desk exercise only looks at roosting records locally from 2015 and 2017. There has been no effort to update this so the environmental impact on bats has not been properly evaluated.

The updated Environmental Statement talks of planting more trees and developing Swales to the north of the arena. Individual isolated trees will do little to improve biodiversity. No evidence is presented how Swales will improve biodiversity, indeed they may well have a negative impact on the orchids.

Due to the number of species recorded within the semi-improved grassland, including the desk study indicating a locally important population of Autumn Lady's-tresses and one bee orchid observed on site, these grasslands are of County value for nature conservation. There is no assessment of the impact of the active travel lane on this habitat. There is also the consideration that the hotel is not 'new' in that it is a replacement for one that will be demolished. So the claims of a net gain on biodiversity for the Arena and hotel are not substantiated, and we request that the Environmental Impact Assessment needs to be revisited.

Condition 9 (CEMP)

We are disappointed that construction working hours remain the same, with Sunday working included from 8am to 2pm. We appeal to developers to amend this, to leave one day of the week where no construction work takes place.

The amended CEMP makes no mention of actions to avoid long interruptions in construction work, which is a concern given the ongoing challenges and pressures on markets, supplies, businesses, finances etc. We feel it would be wise to add conditions to any planning permission that ensure no part of the ground clearance or construction will be left in abeyance for any period of time.

Condition 10 (Soil Resource Survey)

The new plans indicate the permanent removal and disposal of topsoil with new replacement topsoil being brought in from an external source. Residents would like the original topsoil stored and brought back to ensure undesirable diseases and other foreign plants are not imported. We are disappointed that the developers cannot find a suitable place to safely store the original topsoil until it is required for future landscaping.

Conclusion

The areas of the Amended Plans which we have highlighted in this letter unfortunately seem only to benefit those attending events, with virtually no impact assessment completed for current residents living close by, and future residents, a requirement of the Well-being of Future Generations (Wales) Act 2015. This leaves us concerned that without further assessments and amendments the development erodes residents' protections, under the Human Rights Act, to enjoy their property and family life without undue outside interference.

We acknowledge that the Arena and wider development has received planning consent and have been pleased that meetings with Atlantic Wharf residents have been conducted in a positive and approachable manner. We continue to share the hopes of these residents that consideration is given to positioning the hotel further south, more of Silurian Park land can be saved allowing room for more trees.

This is the largest project in this ward in the last 20 years, and one that has a high impact on current and future residents, and we want to see it be a success for residents and the City. We implore officers and developers to continue to consult closely with our constituents, including those in other areas of Butetown, and invite you to draw up a Consultation Plan with us, to achieve this.

We believe that in taking the points raised in this letter into consideration, and granting our requests, the committee can ensure that the authority meets its obligations to residents (SPG Planning Obligations, January 2017) and secures the success of this development.

Yours sincerely



Saeed Ebrahim



Margaret Lewis

**CYNGHORWYR DROS BUTETOWN
COUNCILLORS FOR BUTETOWN**

Agenda Item 5b

APPLICATION NO.	23/01501/FUL
LOCATION:	CANTONIAN HIGH SCHOOL, FAIRWATER ROAD, FAIRWATER
PROPOSAL:	CONSTRUCTION OF NEW CANTONIAN, WOODLANDS AND RIVERBANK SCHOOLS AND OTHER ASSOCIATED BUILDINGS INCLUDING NEW HEALTH AND WELL BEING CENTRE. PROVISION OF OUTDOOR SPACES, SPORTS PITCHES AND MULTI-USE GAMES AREAS, FLOOD-LIGHTING, PARKING AND ACCESS PROVISION, CYCLE AND REFUSE STORAGE AREAS, SuDS PROVISION AND OTHER ASSOCIATED WORKS INCLUDING THE DEMOLITION OF EXISTING SCHOOL BUILDINGS.

ADDITIONAL REPRESENTATION:

FROM: Operational Manager, Transportation

SUMMARY: Requests an additional condition regarding the submission of details of the entrance steps/slope interface leading to the main entrance plaza off Fairwater Road as there are concerns regarding the use of steps/sloped access by both cyclists and pedestrians could lead to incidents (i.e. cyclists using the steps to access the site).

RESPONSE: Proposed condition to allow highways to assess the details proposed is considered to be acceptable.

Additional condition to be inserted (as no. 8 with all subsequent conditions renumbered) as follows: -

8. Notwithstanding the submitted plans, details of the cycle access to the main plaza area off Fairwater Road, including the sloped and stepped access areas shall be submitted to and agreed by the Local Planning Authority, and such approved details shall be implemented prior to the beneficial use of the school and retained thereafter.

Reason: To ensure that there is sufficient and accessible provision for cyclists and pedestrians to access the site in accordance with Policies T1, T5 and KP5 of the approved Cardiff Local Development Plan (2006-2026).

APPLICATION NO.	23/00050/FUL
LOCATION:	LAND SOUTH OF NARBERTH ROAD, CAERAU, CARDIFF
PROPOSAL:	Development of 83 Residential Units (Use Class C3, Including Affordable Housing) as well as Associated Vehicular, Cyclist and Pedestrian Access, Engineering and Infrastructure Works, Landscaping, Open Space and Sustainable Urban Drainage

ADDITIONAL REPRESENTATIONS

FROM: Councillor Peter Bradbury

SUMMARY: The development will increase the amount of traffic on Narberth Road and Heol Ebwy, which are both areas where concerns are raised about the speed in which people travel. It is requested that speed measures are put in place to act as traffic calming measures.

Concerns are also raised about the location of the site traffic, and it is requested that access is not provided to Caldicot Road and Chepstow Close.

A review of the traffic light system on Caerau Road and Amroth Road should be undertaken to assess whether the system is fit for purpose if this development goes ahead.

It is also requested that a play area is provided on site, as this development should allow for additional play space. It is requested that this is considered as part of any future Section 106 Agreement.

It is also recommended that the new affordable homes are prioritised for constituents within the Ely and Caerau wards, although it is noted that this isn't a planning matter.

RESPONSE: In respect of increased traffic, the Transport Assessment has forecast that the development will generate around 30, two-way vehicular trips within the busiest peak hour. This is not considered to be a large amount of traffic, and it is therefore considered that off-site speed reduction measures are not required.

The site will not have a vehicular access onto Caldicot Road or Chepstow Close, either during or after construction. The access point is pedestrian only.

The Transport Assessment considered the impact of traffic on Amroth Road and the effects of it in capacity terms were not shown to be material. Therefore, the existing systems are considered to be fit for purpose.

Parks Services have requested a £196,927 Section 106 contribution towards the provision of new open space, or the design, improvement or maintenance of existing open space within the locality. It is also noted that it would not be possible at this late stage to introduce a play area into the development (given the need for appropriate distance separation) without comprising the overall design and number of dwellings achieved on site.

REPLACEMENT OF FIGURE 14: SOUTH-WEST PEDESTRIAN CYCLE LINK

Figure 14 (Page 145) is incorrect and should show the following:



OMISSION OF CONDITION 20

Condition 20 is a drafting error (as a duplication of Condition 19) and instead should read:

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

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy EN13 of the Cardiff Local Development Plan 2006-2026., and it is recommended that it is removed.

ADDITIONAL CONDITION

Following discussion with the agent, it is recommended that an additional condition is imposed to secure further detail of the roof PV panels and air source heat pumps, including noise rating, prior to their installation on site. The condition shall be inserted as condition 21 (with all subsequent conditions renumbered) and read as follows:

21. *Prior to their installation on site, details and location of roof PV panels and rear elevation air source heat pumps (to include noise rating/assessment) shall have been submitted to and approved in writing by the Local Planning Authority. The approved equipment shall be installed and maintained in accordance with the approved details.*

Reason: In the interests of residential and visual amenity in accordance with Policy KP5 of the Cardiff Local Development Plan 2006- 2026.

Mae'r dudalen hon yn wag yn fwriadol