

LOCAL MEMBER OBJECTION, PETITION, MS COMMENTS

COMMITTEE DATE: 18/11/2020

APPLICATION No. **20/01110/MJR**

APPLICATION DATE: 11/6/2020

ED: **WHITCHURCH/TONGWYNLAIS**

APP: TYPE: **FULL**

APPLICANT: Velindre NHS Trust

LOCATION: WHITCHURCH HOSPITAL, PARK ROAD, WHITCHURCH, CARDIFF, CF14 7XB

PROPOSAL: TEMPORARY CONSTRUCTION ACCESS ROUTE FOR THE CONSTRUCTION OF THE APPROVED VELINDRE CANCER CENTRE, OR A PERIOD OF NO MORE THAN 48 MONTHS FOLLOWING THE COMPLETION OF THE RELATED HIGHWAY IMPROVEMENT WORKS, OR UNTIL 30/11/24, WHICHEVER IS FIRST

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

1. C01 (STL)
2. The development shall be carried out in accordance with the following approved plans
 - New Velindre Cancer Centre Highway Access/Enabling Works Green Infrastructure Management Strategy Adherence Statement (Rev C Oct 2020), prepared by WSP, dated 15th October 2020;
 - Technical Note 347168-MMC-028-XX-TCN-LAN-2000-002 Rev C Temporary Construction Access Road – Landscape Reinstatement Strategy prepared by Mott MacDonald, dated 15/10/20
 - 347168-MML-027-XX-DWG-CIV-4000-001 – Revision P4- Site Location / boundary plan
 - -347168-MML-027-XX-DWG-CIV-4000-004 Revision P03 Proposed Road Access
 - 347168-MML-027-XX-DWG-CIV-4000-005 Revision P03- Proposed Road Access
 - 347168-MML-027-XX-DWG-CIV-4000-008 Revision P02 – Proposed sections
 - 347169-MML-007-XX-DWG-ECO-2000-005- Revision P05 - Replacement Planting Strategy;
 - 347168-MML-027-XX-DWG-CIV-4000-008 – Revision P03- Proposed Lighting Layout

Documents

- 347168-MML-027-XX-DWG-CIV-4000-008-RevisionB- Arboricultural Impact Assessment;
- UG1812/1 - Planning Statement
- UG1812/2- Planning Application;
- 347168-MML-028-XX-TCNLAN-2000-002- Revision C - Landscape Reinstatement Strategy Tech Note;
- 347168-MML-026-XX-TCN-ECO-2000-001- Revision B- GIMS TCAR Tech Note;
- Motts Heritage Statement dated August 2020;
- 347168-MML-028-XXTCN-LTA-2000-001 Revision A- Potential Vibration Impact Strategy;
- 347168-MML-028-XX-TCN-ECO-3000-001-VCCDormice Survey 2019;
- 347168-MML-028-XX-RPT-ECO-3000-003- VCC Bat Survey 2019
- Velindre Cancer Centre Temporary Construction Access Route Environmental Statement March 2020 Vol.1 : Environmental Statement Text;
- Velindre Cancer Centre Temporary Construction Access Route Environmental Statement, March 2020 Vol.2: Appendices and Figures

Reason: To ensure satisfactory completion of the development and for the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system

3. Use of the temporary road hereby approved shall cease by 30th November 2024 and land shall be reinstated as shown in Landscape Reinstatement Strategy Tech Note Revision C 347168-MML-028-XX-TCNLAN-2000-002

Reason: To ensure an acceptable form of development in accordance with Policies KP5, EN8 7 EN9 of the adopted Cardiff Local Development Plan (2006-2026)

4. No development shall take place until the following have been submitted to and approved in writing by the Local Planning Authority (LPA) in accordance with the current British Standard 5837:

- An Arboricultural Method Statement (AMS) detailing the methods to be used to prevent loss of or damage to retained trees within and bounding the site, and existing structural planting or areas designated for new structural planting. The AMS shall include details of site monitoring of tree protection and tree condition by a qualified arboriculturist, undertaken throughout the development and after its completion, to monitor tree condition. This shall include the preparation of a chronological programme for site monitoring and production of site reports, to be sent to the LPA during the different phases of development and demonstrating how the approved tree protection measures have been complied with.

- A Tree Protection Plan (TPP) in the form of a scale drawing showing the finalised layout and the tree and landscaping protection methods detailed in the AMS that can be shown graphically.

Unless written consent is obtained from the LPA, the development shall be carried out in full conformity with the approved AMS and TPP.

Reason: To enable the Local Planning Authority to assess the effects of the proposals on existing trees and landscape; the measures for their protection; to monitor compliance and to make good losses in accordance with policy EN8 of the adopted Cardiff Local Development Plan (2006-2026).

5. No development shall take place until full details of soft landscaping have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- A soft landscaping implementation programme.
- Finalised scaled planting plans prepared by a qualified landscape architect.
- Evidence to demonstrate that existing and proposed services, lighting, CCTV, drainage and visibility splays will not conflict with proposed planting.
- Finalised schedules of plant species, sizes, numbers and densities prepared by a qualified landscape architect.
- Scaled tree pit sectional and plan drawings prepared by a qualified landscape architect that show the Root Available Soil Volume (RASV) for each tree.
- Topsoil and subsoil specification for all planting types, including full details of soil assessment in accordance with the Cardiff Council Soils and Development Technical Guidance Note (Soil Resource Survey and Plan), soil protection, soil stripping, soil storage, soil handling, soil amelioration, soil remediation and soil placement to ensure it is fit for purpose. Where imported planting soils are proposed, full specification details shall be provided including the parameters for all imported planting soils, a soil scientists interpretive report demonstrating that the planting soil not only meets British Standards, but is suitable for the specific landscape type(s) proposed. The specification shall be supported by a methodology for storage, handling, amelioration and placement.
- Planting methodology and long-term post-planting aftercare methodology prepared by a qualified landscape architect, including full details of how the landscape architect will oversee landscaping implementation and report to the LPA to confirm compliance with the approved plans and specifications.

The submitted 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 and environmental value of the area, and to monitor compliance in accordance with Policy EN8 of the adopted Cardiff Local Development Plan (2006-2026).

6. Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced. Replacement planting shall take place during the first available planting season, to the same specification approved in discharge of condition 4, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the amenity and environmental value of the area in accordance with Policy EN8 of the adopted Cardiff Local Development Plan (2006-2026).

7. No development shall commence until an Ecological Management Plan (EMP) for the provision, management and maintenance of the dormouse habitats associated with the application will be submitted to and approved by the Local Planning Authority. The EMP should include;

Details of habitats present or to be created at the site;

- Details of the desired condition of the habitats present and to be created at the site;
 - Details of scheduling and timings of activities over the period of establishment of new habitats and of the long-term management of new and existing habitats;
 - Details of short and long-term management, monitoring and maintenance of the features to deliver and maintain the desired condition; • Details of management and maintenance responsibilities;
 - Details of the method to review and update plan at 5-year intervals
- The EMP shall be carried out in accordance with the approved details.

Reason: An EMP should be submitted to ensure necessary environmental management measures are agreed prior to commencement and implemented to ensure the site's environmental features are adequately managed long term in accordance with Policy EN7 of the adopted Cardiff Local Development Plan.

8. No part of the development hereby permitted shall be commenced until a scheme of construction management plan has been submitted to and approved in writing by the Local Planning Authority, to include as required, but not limited to, details of site hoardings, site access and wheel washing facilities, site compounds, drainage details to ensure that there is no contamination of the SSSI, site manager's contact details and procedure for notifying the residents of the Hollybush Estate, Coryton Primary School Ty Coryton House and City Hospice, in advance of each element of work. 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, in accordance with policies T5, T6 and EN13 of the adopted Cardiff Local Development Plan (2006-2026).

9. No part of the development hereby permitted shall be commenced until a scheme of highway works to Park Road and the Whitchurch Hospital entrance, as shown in principle on the approved plans, and the 'low cost improvements' referred to in the application have been designed, safety audited, submitted to and approved in writing by the LPA. The schemes are to include, but not be limited to, details of the construction and layout, including as required surfacing, kerbs, edging, drainage, lighting, lining, signing, soft and hard landscaping and street furniture as required as a consequence of the schemes. No use of the development shall be made until the approved scheme has been implemented to the satisfaction of the LPA.

Reason: To provide safe commodious pedestrian and vehicle access in the interests of highway safety In accordance with Policies T1 & T5 of the adopted Local Development Plan (2006-2026);

10. No Development shall be undertaken until details of the proposed mitigation and monitoring of the Listed Chapel have been submitted to and approved in writing with the Local Planning Authority. The submitted details and monitoring shall accord but not limited to the Motts Heritage Statement dated August 2020 and 347168-MML-028-XXTCN-LTA-2000-001 Revision A- Potential Vibration Impact Strategy and any barriers shall be designed to ensure that they are not fixed to the chapel and can be removed once this permission has expired. The approved details and methodology shall be implemented no site before the implementation of this permission.

Reason: To ensure that the Listed Chapel is protected during construction activity in accordance with Policies KP5 and KP17 of the Adopted Cardiff Local Development Plan (2006-2026)

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 any pruning necessary to implement the planning permission should be undertaken in accordance with British Standard 3998: 2010 'Tree Work' or any Standard that replaces it.

RECOMMENDATION 4 : Since January 7th 2019, all new developments of more than 1 house, or where the construction area is 100 square metres or more, require sustainable drainage to manage on-site surface water. Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by the Welsh Ministers.

These systems must be approved by the local authority acting in its SuDS Approving Body (SAB) role before construction work begins. The SAB will have a duty to adopt compliant systems so long as they are built and function in accordance with the approved proposals, including any SAB conditions of approval.

It is recommended that the developer engage in consultation with the Cardiff Council SAB team as the determining SuDS Approval Body (SAB) in relation to their proposals for SuDS features. To arrange discussion regarding this please contact SAB@cardiff.gov.uk

RECOMMENDATION 5 : The highway works required by planning condition(s), and any other works to the existing or proposed adopted public highway to be undertaken by the developer, are to be subject to agreement(s) under Section 38 and/or Section 278 of the Highways Act 1980 between the developer and Council. Any works to the Coryton Interchange will require an agreement under Section 278 of the Highways Act 1980 between the developer and the Welsh Government.

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 Planning permission is sought to allow a temporary construction access road (TCAR) for a maximum of 4 years, from the existing hospital access on Park Road to the southern boundary of the proposed Velindre cancer centre (VCC) approved under planning reference 17/01735/MJR.
- 1.2 The Environmental Statement (ES) submitted with the application outlines those elements that are proposed, being:
 - The TCAR will provide access for construction vehicles via the current vehicular access at Park Road. Turning into the existing Whitchurch hospital area using the existing internal road network for some distance before being extended northwards to enter the VCC development site. The route of the existing internal roads within the grounds will remain unchanged, however supplementary footways will be provided plus new pedestrian crossings.
 - The junction with Park Road and Whitchurch Hospital entrance will be improved by widening the visibility splay and providing improved pedestrian crossing facilities on Park Road, by relocating the zebra crossing. The junction of the access road to Park Road is also proposed to be improved including a pedestrian island, widened footway, plus tactile paving. The

arrangement, combined with signage and traffic regulation orders will prevent emerging vehicles turning right towards Whitchurch.

- The width of the existing highway through the site is 7m. New footways and pedestrian crossings will be provided along the existing carriageway.
- The temporary construction road will also be constructed to a width of 7m. It includes a footway along its eastern side. The majority of its length (90m) will be finished in crushed stone. This will be permeable allowing surface water drainage through to ground. Both the northern and southern ends of this section will be finished in bituminous flexible surface (17m length either end).
- The proposed route will cross the existing adopted footpath at the southern boundary of the main Cancer hospital development site. This is shown on proposed drawing 347168-MML-027-XX-DWG-CIV-4000-004.
- To create the temporary access from the existing Whitchurch hospital road to the cancer hospital development site will require the removal of existing scrub, but as outlined in the Environmental Statement it is proposed that Environmental enhancement works will be undertaken once the TCAR has become redundant.
- The Environmental Statement states: The exact number of construction vehicles is not known at this stage. However, based on similar developments it is expected that an annual average daily figure of 100 HGV deliveries is likely (200 movements inclusive), with some occasional days where this number will be marginally exceeded.
- Based on a typical 10-hour working day this would equate to 20 HGV movements an hour. All HGV will be routed via the A470 and M4 J32, then either entering the site via the approved northern access or the proposed TCAR, from Park Lane / Pandywallt Road. Access will not be permitted into the proposed TCAR for HGV traffic travelling northwards to the site from Whitchurch village, and it will also not be permitted for HGV traffic exiting the site to turn right and travel south along Park Road towards Whitchurch village.
- The predicted number of deliveries to the site by HGV remains consistent with the previous ES for the VCC, however, it is now proposed that they will be split between the northern access and the TCAR.
- It is proposed that all traffic enters the site via the northern access during morning and afternoon school peak drop off and collection times (0800 – 0915 and 1515 – 1800 Monday to Wednesday, and 1515 – 1600 Thursday and Friday).
- It is also proposed that the northern access is not used during peak retail and retail delivery times (i.e. Saturdays and Thursday and Friday after 1600).

- Traffic will use both accesses though during the day from 09:15 – 15:15.

- 1.3 The current application is supported by an Environmental Statement, and accompanying traffic, noise and air quality assessments and a non-statutory Pre-application consultation report. The submitted Ecological assessments, undertaken by Motts and WSP consultants have been updated from the original submission. These assessments have also considered the proposals impact in relation to the main hospital site.
- 1.4 A 'Holding' directive has been issued by the Welsh Government to allow the government the opportunity to consider if they wish to 'call in' this application for their determination. This prevents the Council only from granting planning permission until the Welsh Government has issued its decision – it does not prevent it from continuing to process or consult on the application, or refuse planning permission.
- 1.5 The land is owned by the Cardiff and Vale NHS Trust, certificate 'B' has been signed and the correct notice has been served on the land owner. In addition Cardiff and Vale Trust have been notified of this application and no objection to the proposal has been received.

2. DESCRIPTION OF THE SITE AND AREA

- 2.1 The proposed site for the temporary construction access comprises some 0.8 hectares of land within the curtilage of the existing Whitchurch Hospital, Whitchurch, and Cardiff. The land comprising the application area is previously developed land, with some 0.5 hectares comprising the existing main vehicular and pedestrian access to the site. An aerial view of the site is included in Appendix A.

The temporary construction road would provide access to the land to the north-west which has outline planning permission for a Cancer Centre, as set out later below.

The Whitchurch Hospital land is Grade II listed on the Register of Landscapes Parks and Gardens of Special Historic Interest in Wales. The closest Grade II listed building is the Whitchurch Hospital Chapel immediately adjacent to the route, and the main Whitchurch Hospital buildings are located approximately 170m from the site's south-east boundary.

Along the adopted highway along Pendwyallt/Park Road are a number residential properties that front onto the roads that will be used by the proposed construction traffic

3. PLANNING HISTORY

- 3.1 Within the last 5 years:

17/01735/MJR: Proposed Velindre Cancer Centre including specialist cancer treatment centre, centre for learning, research and development, primary means of access (from Coryton Interchange), emergency access (via Hollybush estate), temporary construction accesses, parking, energy centre, landscape works, pedestrian paths, and Maggie's Centre. Granted 27/03/2018.

20/01108: Proposed engineering works to longwood drive and the Asda access highway and car park arrangements, enabling access to the proposed Velindre cancer centre. Resolved to grant awaiting WG

3.2 Current/undetermined applications on adjoining land:

20/01481/MJR: Discharge of condition 16 (green infrastructure management strategy) of 17/01735/MJR. Undetermined;

20/01515/MJR: Discharge of conditions 17 (construction environment management plan), 10 (highway and pedestrian works details), 13 (bridge finishes), and 14 (soil resource survey (access and enabling works)) of 17/01735/MJR. Undetermined

20/00357/MJR: Variation of conditions 1c and 1d of planning permission 16/01530/MJR to extend the timescales to submit a reserved matters application and commence development (Whitchurch Hospital site including the northern meadows). Undetermined.

4. **POLICY FRAMEWORK**

4.1 National Planning Policy:

- Planning Policy Wales (10th Ed, 2018)

Planning Policy Wales Technical Advice Notes:

- Technical advice note (TAN) 5: Nature conservation and planning (September 2009);
- Technical advice note (TAN) 10: Tree preservation orders (October 1997);
- Technical advice note (TAN) 11: Noise (October 1997);
- Technical advice note (TAN) 12: Design (March 2016);
- Technical advice note (TAN) 18: Transport (March 2007);
- Technical advice note (TAN) 24: The Historic Environment (May 2017);

Chief Planning Officer letter dated 23/10/19: securing bio-diversity enhancement;

Building Better Places: The Planning System Delivering Resilient and Brighter Futures: Placemaking and Covid 19 recovery (July 2020).

4.2 Cardiff Local Development Plan 2006-2026:

KEY POLICIES

KP5 (Good Quality and Sustainable Design);

KP6 (New Infrastructure);
KP15 (Climate Change);
KP16 (Green Infrastructure);
KP17 (Built Heritage).

DETAILED POLICIES

ENVIRONMENT

EN6 (Ecological Networks and Features of Importance for Biodiversity);
EN7 (Priority Habitats and Species);
EN8 (Trees, Woodlands and Hedgerows);
EN9 (Conservation of the Historic Environment);
EN10 (Water Sensitive Design);
EN11 (Protection of Water Resources);
EN13 (Air, Noise, Light Pollution and Land Contamination).

TRANSPORT

T1 (Walking and Cycling);
T5 (Managing Transport Impacts);
T6 (Impact on Transport Networks and Services).

COMMUNITY

C3 (Community Safety/Creating Safe Environments);
C6 (Health).

WASTE

W2 (Provision for Waste Management Facilities in Development).

- Supplementary Planning Guidance:

Green Infrastructure (including Technical Guidance Notes relating to: Ecology and Biodiversity; Trees and Development; Public Rights of Way and Development; River Corridors; Protection and Provision of Open Space in New Developments; Soils and Development) (November 2017);

Managing Transportation Impacts (Incorporating Parking Standards) (July 2018).

Planning for Health and Wellbeing (November 2017).

5. **INTERNAL CONSULTEE RESPONSES**

5.1 The Operational Manager (Traffic and Transportation) states:

As part of the Transport Assessment submitted in support of the VCC planning permission 17/01735/MJR a number of traffic surveys were undertaken in the vicinity of the development site. The surveys included Automatic Traffic Counts (ATC) and classified manual counts, along with queue surveys, undertaken on Velindre Road, Park Road, Longwood Drive and the Asda access road. The surveys were undertaken during November 2015, March 2016 and June 2016.

For the purpose of the Transport Statement submitted in support of the temporary construction access (this application) only surveys relevant to Park Road were considered. In addition a further ATC was also undertaken between 18 June 2019 and 24 June 2019, between the Clos Coed Hir and the Whitchurch Hospital site access. This later survey provides a picture of the current (pre-Covid19) traffic levels to both benchmark the earlier surveys and feed into the current traffic assessment.

The summarised survey data from the 2019 ATC reveals traffic flow volumes average in the region of 950 vehicle movements per hour in-between the AM and PM peaks; rising to circa 1,250 vehicles per hour during both peaks. The AM peak rises sharply up to 9.00AM before dropping off; while the PM peak is spread over a longer time period and rises more gradually, starting to rise in line with the school pick-up and running into the PM peak. The AM and PM peaks are consistent with each other, both topping out at circa 1,250 recorded vehicle movements per hour, combined two way.

In considering existing traffic flows on Pendwyallt Road and examining historical data, it is noted that traffic volumes appear reasonably consistent over the last 5 years, with no significant recorded growth. Looking at the last 5 years, in 2014 we see 9,975; rising by 982 to 10,957 in 2017; and falling by 936 to 10,021 in 2019. If we simply look at the 5 years as a whole then the recorded rate of traffic increase is less than 50 vehicles, with even the largest recorded increase over 3 years between 2014 and 2017 being less than a 10% (9.8%).

We are advised that the exact number of construction vehicles is not known at this stage. However based on similar developments the applicant suggests an average daily figure of 100 HGV deliveries is likely (200 two way movements), albeit the submission acknowledges occasional days where this number could be marginally exceeded. Based on a typical 10 hour working day (8.00AM to 6.00PM) this would equate to an average of 20 HGV movements an hour (10 in/10 out). All HGV will be routed via the A470 and M4 J32; either entering the site via the approved northern access or from Pendwyallt Road/Park Road. HGV access will not be permitted into the site from Park Road travelling northwards to the site from Whitchurch Village, and similarly HGV traffic exiting the site will not be permitted to turn right and travel south.

Overall the predicted number of deliveries to the site by HGV remains consistent with the ES for the VCC, however it is now proposed that they will be split between the northern access and the hospital access. It is proposed that all traffic enters the site via the northern access during morning and afternoon school peak drop off and collection times (0800 – 0915 and 1515 – 1800 Monday to Wednesday, and 1515 – 1600 Thursday and Friday). It is also proposed that the northern access is not used during peak retail and retail delivery times (i.e. Saturdays and Thursday and Friday after 1600). Traffic will use both accesses though during the day from 0915 – 1515. Tables setting out this schedule of usage are included within the Transport Statement and the ESA Chapter 5.

It is proposed that construction traffic will be split 32 vehicles via the Longwood Drive/Asda Access and 68 vehicles via Pendwyallt Road/Park Road and the improved hospital entrance. As such on the basis of the restricted period indicated above, a maximum average of up to 136 two way vehicle movements are predicted between 0915 and 1515 Monday to Friday. This amounts to a maximum of just over 22 vehicles an hour in both directions, approximately one vehicle every 2.5 minutes bidirectional or one every 5 minutes in a single direction. You will note that by avoiding school peak times not only does construction traffic not interact with the drop-off/pick-up of children, but the limited increase in traffic volume is contained to times when residual capacity is increasing in the AM/not peaked in the PM.

In considering the traffic flow on the wider network (Coryton/A470/M4) it must also be noted that Welsh Government as the Trunk Roads Authority with responsibility for the strategic network, makes no objection to the application or any comments in relation the additional construction related traffic on the strategic highway network.

In addition to improvements to the hospital entrance, it is suggested in the transport statement that a package of low cost safety measures could be undertaken on the public highway, including the removal of pedestrian barriers on Pendwyallt Road. I can confirm that any such measures will be subject to additional detailed design and road safety audit, processes that will be overseen by the Council and secured by condition. It may well therefore be the case that the safety audit does not support the removal of the barriers and they remain in place, this is something that will be determined at the time of audit and in light of the prevailing circumstances at that time.

Notwithstanding any subsequent audit, in light of the above suggestion to remove sections of barrier I have inspected Council highway maintenance record and can report that colleagues have been called out on average once a year over the last 5 years to inspect and repair either barriers or islands on Pendwyallt Road. These call-outs occurred:-

- July 2018 and September 2019, barriers top end of Pendwyallt Road;
- June 2016 barriers at the entrance to the Village Hotel;
- October 2019 and June 2020, trief island at the entrance to the Village Hotel.

This level of recorded incident is not considered to be excessive and as with the STATS 19 accident data discussed elsewhere in my comments, is not considered indicative of underlying design or maintenance issues with Pendwyallt Road or Park Road

With specific reference to what is variously referred to as pedestrian guardrail, pedestrian barrier or pedestrian railings. It must be remembered that these types of barriers are not designed to withstand vehicle impacts, especially from HGVs, and are installed to prevent pedestrians walking into the adjacent road. However it would appear an unintended consequence of the practice of physically segregating pedestrians like this, along with other factors such as

passive safety improvements to cars, has led to increased vehicle speeds, which when combined with increased numbers of vehicles results in a rise in the potential for crush injuries. i.e. pedestrians and particularly cyclists can become trapped between a vehicle and the barrier, particularly when vehicles are overtaking cyclists in traffic or turning into side roads.

Current guidance such as Manual for Street and its companion MfS2 therefore suggests reducing overall vehicle speed and removing pedestrian barriers and other street furniture where it does not serve a specifically identified purpose. By removing these types of barrier pedestrians, who may have walked around the barrier to cross the road or take a short-cut, and cyclist using the road are able to escape onto the pavement to avoid a collision, rather than being prevented from doing so by the barrier.

With respect to school drop-off/pick-up and general issue of pedestrian use of Park Road and Pendwyallt Road. I can confirm that colleagues in Transportation are currently progressing temporary 20mph speed limits in the north Whitchurch area, to include Pendwyallt Road and Park Road between Coryton gyratory and the Velindre Road roundabout. The proposed 20mph limits are initially being implemented to help with social distancing and active travel during the ongoing Covid pandemic. However separate discussions are also ongoing to make the 20mph limits permanent.

I have not sought to individually address all the submitted objections. However will respond in detail to the points raised in the Transport Objections document submitted by the 'Save the Northern Meadow' group, which covers the majority of the reported concerns:

1. *Failure to use up to date traffic assessment.*
The data used in the traffic assessment is out of date by at least 4 years.
The only update provided was a single week in 2019 in one site only.

The historic data we hold on Pendwyallt Road shows that the traffic volume here is relative stable and has not increased significantly since at least 2014:-

2014 = 9,975
2017 = 10,957
2019 = 10,021

While it always preferable to use up to date data, the consultant's use of 2015 counts with an applied 10% growth and single ATC is considered robust. You will note that this is supported by the data the Council holds for Pendwyallt Road, above, which indicates traffic growth below 10% over a 5 year period. The use of 4 year old data with an applied growth factor is therefore considered acceptable and does not invalidate the assessment.

2. *Failure to identify which HGV vehicles will be in use.*

The application fails to distinguish between the various types of HGV vehicles in current use and those proposed being used in the application.

Assessments do not normally seek to distinguish between the different HGV sub-categories. Nevertheless, from the last classified count we have, this indicates 50 x HGVs (which includes vans >3.5T with twin rear tyres & 2-axle rigid lorries/trucks); compared with 16 x HGVs of 3-4 axle-rigid lorries; 18 x articulated HGVs; as well as 188 x buses/coaches (many of which will be larger than the small HGV the report claims typically use the roads).

While many HGVs along this route may currently be smaller in nature, it is far from all and in any event this is to be expected in most locations around Cardiff where deliveries are of a local nature. However this is not to suggest that it is in any way inappropriate for larger HGVs to use these roads, it must be noted that Pendwyallt Road/Park Road are not minor secondary roads, but part of the strategic highway network Class A-roads designated for such use. There is also no evidence that all construction vehicles will be articulated or of a larger size.

3. *Failure to use accurate and up-to-date collision data.
The analysis of road traffic accident data is based on incomplete and 2 year old data.*

Crashmap represents the most up to date STATS19 information available at the time of interrogation, and STATS19 is the industry standard and best available source for collision data. The use of Crashmap is therefore considered to offer a reliable and up to date source of records for the analysis of accident trends.

It must be noted that the analysis of accident data in transport assessments/statements is intended to reveal if there are existing accident problems or trends that are likely to be exacerbated by an increase in traffic. Causes of traffic accidents are not confined to volume and are more usually related to highway design, highway condition, traffic speed and other contributory factors. It is therefore overly simplistic to suggest that 2 year old data is an inappropriate base from which to assess the accident trends.

4. *Failure to assess delay on entire transport access area.
The traffic assessment is inaccurate and incomplete; it fails to include or assess the feeder roads to Longwood Drive and Pendwyallt Road. It fails to assess the issue of HGV vehicle waiting times and fails to consider the need to export waste site material.*

Current traffic data indicates that circa 60,000 vehicles in total use Coryton gyratory on a daily basis. As a proportion of this traffic, an additional 100 HGVs therefore equate to an increase of 0.2%. Of the circa 60,000 daily total vehicles, it is estimated that 3% are currently HGVs, in other words there are currently around 1,800 HGVs using

Coryton interchange each day. An additional 100 HGVs therefore represents an increase of 6%. Which while not insignificant, it is not of concern, particularly given the daily traffic variation at Coryton is taken to be around +/-10%.

It is also noted that Welsh Government, the Trunk Roads Authority with responsibility for the M4/A470/Coryton Gyratory, raises no objection to the application in this respect.

5. *Failure to identify extent of risk to safety to pedestrians & cyclists. The safety assessment is wholly inadequate. It acknowledges the increased risk to cyclists from proposed HGV traffic but mitigates that by the removal of existing safety furniture namely build out kerbs and safety barriers. No assessment is made of the need to address the turning circle outside the Whitchurch Hospital site. No consideration is given to the number of less serious accidents.*

Assertions about the inadequacy of Crashmap are not accepted as explained above.

Regarding the small buildout south of the Park Avenue junction with Park Road. While on the face of it the position of the buildout would appear to offer protection to cyclists emerging from the Park Avenue junction cycle lane, the benefits it offers in this respect are at best limited. As with any junction of this type, cyclist joining Park Road at this point should not do so without first stopping and looking to their right to ensure their way is clear. Failure to do this (stop and check) before joining the main road would not only leave the cyclist with little knowledge of what other traffic was on the road, and therefore vulnerable, but would also put them in a position where they would need to make a further, now unsighted manoeuvre into the stream of traffic at the pedestrian crossing buildout some 15m further south.

Therefore while I would not suggest that this buildout is intrinsically unsafe, as it does offer a limited level of protection to cyclists who chose to join Park Road without first looking to ensure their way is clear, it is an overstatement to suggest that its removal results in an increased risk to cyclists.

Comments in relation the modification of the zebra crossing and hospital entrance seem to suggest a misunderstanding of the proposal and associated benefits. The proposed modifications are:-

- 1) The reconstruction of the existing zebra crossing to current standards with the buildout relocated from the northeast side of Park Road, to the southwest side. The benefits of which include the creation of a pedestrian footway to/from the hospital and waiting area at the crossing on Park Road where none currently exists. Allied to which the relocated buildout provides improvements to visibility between traffic on Park Road and traffic

exiting the hospital, by allowing the hospital exit stop-line to be positioned further forward of its current position.

- 2) The widening of the hospital entrance and installation of a central crossing island, with footway provision into the site and current standard tactile crossing landings will provide tangible improvements to the pedestrian environment. The widening of the entrance will also provide separation between vehicles accessing/egressing the hospital and inspection of the tracking drawings for the new junction clearly demonstrate that articulated vehicles can exit the site within their side of the Park Road, something that is not currently possible.

In respect to the low cost improvements that have been suggested to mitigate some of the concerns expressed in relation to the temporary increase in traffic. As discussed elsewhere in my comments, these are matters that will be subject to further discussion with the applicant and detailed design in collaboration with the Council as Highway Authority. Therefore, while the repainting of road lining and provision of signage is uncontroversial and welcomed, the proposal to remove pedestrian guardrail will necessarily be subject to additional design scrutiny and road safety audit before any action is taken.

5.2 The Operational Manager (Shared Regulatory Services: Air Quality):

“In the original VCC EIA, it was assumed that construction traffic would initially access the site from the south, via Pendwyallt Road / Park Road, while a bridge was constructed to facilitate access to the site from the north, thus for a period of 9 months. Following the construction of this bridge, it was proposed that for the remainder of the construction period construction vehicles would access the site from the north via the ASDA car park.

It is now proposed that while some construction vehicles would still access the site from the north, most of the construction vehicles will access the site from the southern access via the M4 and Pendwyallt Road / Park Road for the full duration of the construction period.

As a result of the aforementioned a revised air quality assessment (AQA) has been undertaken to ascertain the likely air quality impacts associated with the amended proposal through its construction phase.

The AQA considers two scenarios;

- 2020 Do Minimum scenario (without the proposed development construction traffic); and
- 2020 Do Something scenario (with the proposed development construction traffic)

As specified by the AQA report;

“2020 has been selected as this is the earliest full year that construction traffic will be travelling to and from the site via the southern access. This is considered the worst-case year as pollutant emission factors and background concentrations improve in future years with improvements in vehicle technology and uptake of cleaner vehicles on the roads.”

The report and assessment utilises best available techniques and applies necessary updates to input values as part of the existing air quality report submitted in 2017.

The air quality assessment considers both human and ecological sensitive receptors;

“A number of human health receptors representing the façades of the closest residential properties on Pendwyallt Road and Park Road have been included within the model so that a comparison against the NO₂, PM₁₀ and PM_{2.5} air quality objectives can be made. These points (referred to as ‘discrete receptors’) have been chosen as they are expected to experience the greatest change in concentrations due to their close proximity to the roads which will be affected by the construction phase.” and

“One receptor has also been included to represent the nearest ecological receptor to the access road to allow for comparison against the NO_x air quality objective. This receptor is located at the Glamorgan Canal/Long Wood SSSI, approximately 140m to the west of the southern access road.”

As concluded by the report;

“The results from the assessment show that the changes in construction traffic on Pendwyallt Road and Park Road from using this access route is expected to have a negligible air quality impact on nearby sensitive human health or ecological receptors. The predicted concentrations of pollutants at receptors also remain well below the air quality objectives and therefore the air quality impacts associated with the southern access route are considered to be not significant in accordance with guidance set out by EPUK and IAQM.”

I am in agreement with the above concluding comments and on the grounds of air quality do not have any outstanding concerns.

To answer the concerns raised by Ms. Margerison, the appointed consultant has undertaken the air quality assessment correctly, ensuring a conservative outcome. For example, as per my comments submitted to Cardiff’s Planning department, the consultants have updated the existing air quality assessment submitted in 2017 to represent latest figures and include latest datasets and versions of available toolkits designated to improve the certainty of future air quality levels. Furthermore sensitive testing has also been conducted with the use of multiplication factors which will take account of any local influences.

Contrary to objector’s comments regarding the use of background maps, the consultants have correctly utilised recommended techniques to compile the air

quality dispersion model, such as the use of the Department for Environment, Food and Rural Affairs (Defra) national background maps, available on a 1km x 1km resolution. This technique follows best practise guidance in the form of Defra's Local Air Quality Management Technical Guidance (TG16), February 2018, Sub-section; Background Pollutant Concentrations, paragraph 7.67 onwards. These available background maps are used as an input to establish the baseline understanding specifically for each individual receptors. Referring to the attached report the NO₂ baseline value is calculated at each individual receptors location, ranging from 15.5- 21.4µg/m³.

The Objector's makes reference to the depicted level of significance with the development in place. As stated by the submitted Environmental Statement, Chapter 8: Air Quality, March 2020;

The maximum predicted NO₂ concentration due to construction traffic is 22µg/m³ on Pendwyallt Road which is substantially lower than the air quality assessment level of 40µg/m³. In accordance with the EPUK/IAQM guidance, it is concluded that construction traffic from the proposed development would result in 'negligible' NO_x impacts at nearby human health and ecological receptors and therefore is 'not significant'.

As per the received email, from the objectors highlights the above as a "False Statement" whereby the level of significance should be referred to as substantial adverse. I would like to draw objector's attention to the attached report's Table 5: Annual Mean NO₂ predicted pollutant concentrations (µg/m³). As correctly depicted by Table 5, in order to assess the level of significance expected by a proposed development, a DO-MINIMUM (DM) scenario is compared to a DO-SOMETHING (DS) scenario. As documented by the table the expected level of increase for NO₂ is projected between 0.2- 0.3 µg/m³ for all sensitive receptors modelled. Therefore as per the submitted report the appointed consultant is correct to suggest a "negligible" impact at the examined human and ecological sensitive receptors.

To be clear with objector's Air Quality Officer thought it would be useful to show my workings to calculated the documented level of significance. To determine the level of significance, the following EPUK IAQM guidance and included reference tables need to be considered;

IAQM Guidance, January 2017

Table 6.3: impact descriptors for individual receptors.

Long term average Concentration at receptor in assessment year	% Change in concentration relative to Air Quality Assessment Level (AQAL)			
	1	2-5	6-10	>10
75% or less of AQAL	Negligible	Negligible	Slight	Moderate
76-94% of AQAL	Negligible	Slight	Moderate	Moderate
95-102% of AQAL	Slight	Moderate	Moderate	Substantial
103-109% of AQAL	Moderate	Moderate	Substantial	Substantial
110% or more of AQAL	Moderate	Substantial	Substantial	Substantial

Explanation

1. AQAL = Air Quality Assessment Level, which may be an air quality objective, EU limit or target value, or an Environment Agency 'Environmental Assessment Level (EAL)'.
2. The Table is intended to be used by rounding the change in percentage pollutant concentration to whole numbers, which then makes it clearer which cell the impact falls within. The user is encouraged to treat the numbers with recognition of their likely accuracy and not assume a false level of precision. Changes of 0%, i.e. less than 0.5%, will be described as Negligible.
3. The Table is only designed to be used with annual mean concentrations.
4. Descriptors for individual receptors only; the overall significance is determined using professional judgement (see Chapter 7). For example, a 'moderate' adverse impact at one receptor may not mean that the overall impact has a significant effect. Other factors need to be considered.
5. When defining the concentration as a percentage of the AQAL, use the 'without scheme' concentration where there is a decrease in pollutant concentration and the 'with scheme' concentration for an increase.
6. The total concentration categories reflect the degree of potential harm by reference to the AQAL value. At exposure less than 75% of this value, i.e. well below, the degree of harm is likely to be small. As the exposure approaches and exceeds the AQAL, the degree of harm increases. This change naturally becomes more important when the result is an exposure that is approximately equal to, or greater than the AQAL.
7. It is unwise to ascribe too much accuracy to incremental changes or background concentrations, and this is especially important when total concentrations are close to the AQAL. For a given year in the future, it is impossible to define the new total concentration without recognising the inherent uncertainty, which is why there is a category that has a range around the AQAL, rather than being exactly equal to it.

Cardiff Council interpretation

Annual Mean Concentration at Receptor in Assessment Year		Percentage Change in Concentration Relative to AQAL ^a				
		0%	1%	2-5%	5-10%	>10%
As % of AQAL	NO ₂ /PM ₁₀ µg/m ³ ^b	<0.2	0.2<0.6	0.6<2.2	2.2≤4.0	>4.0
≤75%	≤30.2	Negligible	Negligible	Negligible	Minor	Moderate
76-94%	30.2-37.8	Negligible	Negligible	Minor	Moderate	Moderate
95-102%	37.8-41.0	Negligible	Minor	Moderate	Moderate	Substantial
103-109%	41.0-43.8	Negligible	Moderate	Moderate	Substantial	Substantial
≥110%	≥43.8	Negligible	Moderate	Substantial	Substantial	Substantial

Considering the above and Table 5, drawing upon receptor number 3 for example, the DS result 21.7µg/m³ is 54.3% of the AQAL set at 40µg/m³. The increase from a DM- DS is noted as 0.3µg/m³. Using these figures the DS result is <75% of the AQAL and the change in level is <1%, therefore using EPUK's guidance the level of significance is negligible.

From looking at Ms. Margerison's email and workings I can see the use of background map figures only to depict a baseline scenario, which is not specific to the locality of the sensitive receptors modelled. As outlined previously in this

email background figures are used as input values to determine baseline understanding at the specific locality of the modelled sensitive receptors. Also I can see that Ms. Margerison has calculated the expected change to air quality levels as a % of the original value, whereas the guidance states that this % difference need to calculated relative to the AQAL.

It is also important to remember the locality of where the applicable air quality objectives apply. Dispersion modelling undertaken focuses upon air quality objectives defined in Air Quality (Wales) Regulations 2000, No. 1940 (Wales 138) and Air Quality (Amendment) (Wales) Regulations 2002, No 3182 (Wales 298), and examines receptors where these objectives apply;

Box 1.1 – Examples of Where the Air Quality Objectives Should Apply

Averaging Period	Objectives should apply at:	Objectives should generally not apply at:
Annual mean	All locations where members of the public might be regularly exposed. Building façades of residential properties, schools, hospitals, care homes etc.	Building façades of offices or other places of work where members of the public do not have regular access. Hotels, unless people live there as their permanent residence. Gardens of residential properties. Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.
24-hour mean and 8-hour mean	All locations where the annual mean objective would apply, together with hotels. Gardens of residential properties ¹⁰ .	Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.
1-hour mean	All locations where the annual mean and: 24 and 8-hour mean objectives apply. Kerbside sites (for example, pavements of busy shopping streets). Those parts of car parks, bus stations and railway stations etc. which are not fully enclosed, where members of the public might reasonably be expected to spend one hour or more. Any outdoor locations where members of the public might reasonably expected to spend one hour or longer.	Kerbside sites where the public would not be expected to have regular access.
15-min mean	All locations where members of the public might reasonably be exposed for a period of 15 minutes or longer.	

5.2 The Operational Manager (Shared Regulatory Services: Noise): No objections subject to construction hours

5.4 The Council's Trees and Landscaping officer states: Comfortable with the revised planting plan and tree pit section. However, conditions are required to ensure suitable conditions are provided to allow acceptable long term growth.

5.5 The Council's Ecologist states:

I have considered the submitted information and note NRW comments. The proposed mitigation needs to be considered as part of the main application, which this seeks to achieve. Given its temporary nature and suggested

mitigation I raise no objections, subject to condition.

- 5.6 The Operational Manager (Flood & Coastal Risk Management) has been consulted and no representations have been received. The applicant is having on-going discussions as the proposal will require SAB approval, and a SAB Compliance Statement has been submitted in support of this application.
- 5.7 Conservation Team: Subject to suitably worded conditions, the newly submitted information would seem to overcome the concerns raised relating to the chapel
- 5.8 PROW Officer- No objections to the proposal

6. EXTERNAL CONSULTEE RESPONSES

6.1 Wales and West Utilities:

No objections but request that the developer liaise with them regarding a gas pipe line which is in close proximity to the site.

6.2 Natural Resources Wales: European Protected Species

We welcome the submission of the following additional and revised information in support of the application:

- New Velindre Cancer Centre Highway Access/Enabling Works Green Infrastructure Management Strategy Adherence Statement (Rev C Oct 2020), prepared by WSP, dated 15th October 2020;
- Technical Note - Draft Dormouse Licence Application Method Statement prepared by WSP, dated 16 October 2020;
- New Velindre Cancer Centre Green Infrastructure Management Strategy, Revision P07, prepared by Mott MacDonald, dated October 2020; • Technical Note 347168-MML-026-XX-TCN-ECO-2000-001 Rev B, nVCC Green Infrastructure – Temporary Construction Access Route, prepared by Mott Macdonald, dated 19 October 2020;
- Technical Note 347168-MMC-028-XX-TCN-LAN-2000-002 Rev C Temporary Construction Access Road – Landscape Reinstatement Strategy prepared by Mott MacDonald, dated 15/10/20;
- Drawing 347168-MML-037-XX-DWG-ECO-2000-005 Velindre Temporary Construction Access Road Replacement Planting Strategy prepared by Mott MacDonald, Rev P5, dated 09.10.2020;
- Drawing 7006687-WSP-XX-XX-DR-GIMS-04 Rev B, Enabling Works GIMS Adherence Statement. Phase 1 Enabling Works Habitat Impact, prepared by WSP, dated September 2020.

The above documents also include information relating to the wider proposals for the site (your reference 20/01481/MJR and 20/01515/MJR). Please note, our observations and advice in this letter relate only to aspects relevant to this application, i.e. the Temporary Construction Access Route.

Dormice Mitigation for dormice to support this application is proposed to include:

- Short term enhancement of retained habitat adjacent to the cleared areas (referenced on Page 21/ Drawing 70066877-WSP-XXXX-DR-GIMS-03 Rev P01, of the GIMS Adherence Statement); and,
- Habitat reinstatement of the construction route (referenced in Technical Note347168- MMC-028-XX-TCN-LAN-2000-002 Rev C Temporary Construction Access Road – Landscape Reinstatement Strategy). In our previous advice, our letter reference CAS-126157-B4X4, dated 14/10/2020, we sought clarification on several matters, notably:
 - The nature of the adjacent retained habitats proposed for enhancement;
 - Long term management of re-planted and enhanced areas; and,
 - A long-term commitment to species and habitat monitoring. Further information to address these matters, including a draft Dormouse Licence Application Method Statement, has been submitted.

We consider this, and the other documents, provide clarity on these matters. In terms of enhancement, we welcome the clarification of the nature of the adjacent habitat set out within the Method Statement.

Although Table 2 describes this area as ‘optimal’ for dormice, further clarification is given in Table 4 ‘Habitat Creation and Enhancement Opportunities’ which provides evidence for the potential to enhance these areas. We are therefore satisfied that enhancements are possible in this area and will discuss the further detail of such enhancements, and their timing, as part of the EPS licence application.

With regard to long term management, in our letter reference CAS-126157-B4X4, we advised that ‘the GIMS is amended to cover the long-term safeguard and management of such areas of mitigation/compensation dormouse habitat’. In this context, we note and welcome that Figure 5 of the Dormouse Method Statement and selected parts of the Adherence Statement confirm that retained habitat within the red line boundary within Zone 3 around the TCAR will be ‘subject to a management programme (minimum 30 years)’. With regard to species and habitat monitoring we also welcome that section F.2 of the Dormouse Method Statement refers to ‘A monitoring programme of 30 years.’ This information allows to re-consider our earlier position.

6.3 Cadw:

National Policy

Applications for planning permission are considered in light of the Welsh Government’s land use planning policy and guidance contained in Planning Policy Wales (PPW), Technical Advice Notes and related guidance.

PPW planning-policy-wales-edition-10. explains that It is important that the planning system looks to protect, conserve and enhance the significance of historic assets. This will include consideration of the setting of an historic asset which might extend beyond its curtilage. Any change that impacts on an historic asset or its setting should be managed in a sensitive and sustainable way.

The conservation of archaeological remains and their settings is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in a direct adverse impact on a scheduled monument (or an archaeological site shown to be of national importance).

Technical Advice Note 24: The Historic Environment elaborates by explaining that when considering development proposals that affect scheduled monuments or other nationally important archaeological remains, there should be a presumption in favour of their physical preservation in situ, i.e. a presumption against proposals which would involve significant alteration or cause damage, or would have a significant adverse impact causing harm within the setting of the remains.

PPW also explains that local authorities should value, protect, conserve and enhance the special interests of parks and gardens and their settings included on the register of historic parks and gardens in Wales and that the effect of a proposed development on a registered park or garden or its setting should be a material consideration in the determination of a planning application.

Scheduled monuments:

GM013 Llandaff Cathedral Bell Tower, GM017 Twmpath, Rhiwbina, GM073 Old Bishop's Palace, Llandaff, GM097 Wenallt Camp, Rhiwbina, GM115 Cross in Llandaff Cathedral, GM180 Llwynda-Ddu Camp, GM206 Castell Coch, GM256 Morganstown Castle Mound, GM312 Melingriffith Water Pump, GM427 Cooking Mound East of Taff Terrace.

This planning application is for a temporary construction access route for the construction of the approved Velindre Cancer Centre, or a period of no more than 48 months following the completion of the related highway improvement works, or until 30/11/24, whichever is first, at Whitchurch Hospital, Park Road, Whitchurch.

The above scheduled monuments are located inside 3km of the proposed development but intervening topography, buildings and vegetation mean it is unlikely that the proposal will be inter-visible with the scheduled monuments. Therefore it is unlikely that there will be any effect on the settings of the scheduled monuments.

Registered Park & Garden:

PGW (Gm) 66(CDF) Whitchurch Hospital (grade II)

The proposed development is located inside the boundaries of the registered Whitchurch Hospital historic park and garden. It is likely that the proposed access road, including the highway improvements and alterations to the Whitchurch hospital entrance, the proposed new junction and the road between the existing internal road and the site boundary will have an adverse impacts on the registered historic park and garden. These adverse impacts will be a material consideration in the determination of this application (see Planning Policy Wales 2018 section 6.1.19) but CADW raise no objections to this proposal

6.4 Glamorgan Gwent Archaeological Trust:

We have consulted the information contained in the Historic Environment Record and have concluded that the proposals forming the current application for engineering works for access to the Velindre Cancer Centre [and Asda], are unlikely to impact on any buried archaeological resource. Consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this application.

6.5 Welsh Government Transportation Group:

No objections.

7. REPRESENTATIONS

7.1 The application was advertised by way of neighbour notification letters, site notices and advertisement in the local press. An initial 605 letters of representation have been received which object to this application. These are summarised below:

1. *The proposed **construction vehicles** will require access through Whitchurch village. These roads are not suitable for such vehicles and therefore will result in unacceptable risk to pedestrians and cyclists;*
2. *Many of the paths within the area and the northern meadow itself are used by children either to get to Coryton Primary School and Whitchurch High School or for recreational use. This proposal would by its design and increase in traffic result in an **unacceptable risk to children** who use these paths.*
3. *There is concern that the proposal will **increase air pollution** by increasing traffic and congestion within the area. This concern is supported by reports by Public Health Wales that suggest there is a link between commuter traffic and respiratory problems, especially in children.*

4. *With reference to the air quality support document: Temporary Southern Access Route objectors find it difficult to accept the findings within the report and to the overall conclusion, that the effect of an extra 200 HGV passes/day at a particular location will be Negligible. Is plainly absurd. It's the objectors' opinion that the report is extremely selective in the acquisition and use of data and it fails to deliver a fair and balanced view of the actual issue.*

There are a number of anomalies. The MM assessment refers to NO2 levels (Table 2) with reference to DEFRA background concentrations (2020) as being 17.3 µg/m³ but in contrast a document commissioned by Cardiff Council (Clean Air PDF document) refers to PCM baseline results which have been forecasted by DEFRA using the national Pollution Climate Mapping (PCM) model as

	2015	2021
A4054	19.1	15.0 µg/m ³

The PDF document goes on to state: Local baseline results have been produced using more accurate and local data to forecast local NO2 concentrations on these road links. These results are considered more accurate and reliable than the PCM results. The results forecasted to 2021, are the levels of NO2 that would be expected on these roads if the Council did not implement any measures to reduce air pollution.

	Local Baseline	CASAP			
	1	2	3		
	2015	2021	2021	2021	2021
A4054	25.3	19.5	19.1	19.2	17.92 µg/m ³

A document issued by Cardiff Council, a Clean Air Feasibility Study (2018) recognises the limitations of DEFRA results, referring to Clean Air Zone (CAZ) analysis, by stating it should be noted that the previous assessments undertaken by DEFRA which demonstrate that a CAZ achieves compliance is based on the initial PCM modelling results. As discussed earlier the local modelling results have projected different results in terms of the road links showing non-compliance compared to the PCM modelling and therefore the impact of a CAZ in achieving compliance needs further assessment and review.

The entire pollution modelling exercise is called in to question and cannot be deemed reliable. Not only that but as well as the analytical model used attempts to take into account any uncertainty it does not consider the conditions that exist in this particular application.

Atmospheric dispersion modelling is used as a way of representing a possible emission forecast but we have no way of knowing what parameters are set for the analysis to be relevant to this situation or the unique set of circumstances that we have here. Can we say for example that the algorithm includes for the periodic passage of vehicles in a consistently regular way or an irregular way; in convoy; or other scenarios whereby the vehicles are static with idling engine emissions

and what affect conditions of extreme cold (winter); or extreme heat (summer); or downdraught?

In addition to this the report cannot be interpreted in the full context of human health as a contributor, where other factors work in conjunction to influence the triggers of respiratory complaints with these additional emissions becoming a nett contributor to the region. Neither does it have to be long term exposure:

Scientific evidence links short-term NO₂ exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Studies also show a connection between short-term exposure and increased emergency room visits and hospital admissions for respiratory illnesses.

The current Cardiff and Vale University Health Board statement shows:

The main pollutants of concern today are nitrogen dioxide (NO₂), and particulate matter (PM_{2.5} and PM₁₀).

The primary source of both pollutants is vehicle emissions, especially those from diesel vehicles, although there are industrial, agricultural and domestic sources too.

Exhaust emissions continue to be produced when diesel or petrol vehicles are stationary and the engine is on, and traffic congestion tends to worsen emissions.

Deaths from particulates increase steadily with exposure for over 65s, even at concentrations below the current WHO guidelines and EU legal levels, for both short-term and long-term exposure.

They go on to state: Levels of NO₂ in Cardiff and Vale residential areas are the highest in Wales.

And also: Particulate matter (PM_{2.5}) pollution is also higher in Cardiff and Vale than all other LHB areas in Wales many more people are affected by air pollution exposure beyond these localised hotspots An alarming BBC report (Oct 2019), although not specific to Cardiff, revealed the following: Higher air pollution in the UK trigger hundreds more heart attacks, strokes and acute asthma attacks each year, research suggests.

Cardiff has the highest annual average concentration, weighted for population, among local authority areas, at 9.5 μgm^{-3} . Due to the levels of air pollution, there are currently four statutory air quality management areas (AQMA) designated in Cardiff, and one in the Vale (see Box 1).

Because of the characteristics of particulate pollution, evidence suggests there is no safe threshold, so it is likely that the calculated days with above average pollution levels would see an extra 124 cardiac arrests over the year.

On days with high pollution levels, across the nine cities in total, they calculated that there would be a total of 231 additional hospital admissions for stroke, with an extra 193 children and adults taken to hospital for asthma treatment.

This proposal creates a unique set of circumstances which is unacceptable and could not possibly be modelled by an off the shelf mathematical algorithm, industry standard or not. It requires approval of 200 HGV passes / day as an average figure (in and out). On occasions this will mean some days less some days more. But, its more than just NOx and NO2. Emissions from vehicle exhausts are a significant source of air pollution. Air pollutants in vehicle emissions include:

*carbon dioxide
carbon monoxide
fine dust particles
nitrogen oxides
unburnt hydrocarbons.*

All of them are triggers for various health issues. Anyone dependent or in need of an inhaler, for example, will tell you that it only takes a single breath of a polluted volume of air to trigger a reaction.

The fact is that the area will be exposed to 100 HGV emissions / day of the type required for a construction site with all of the necessary movement and manoeuvres that go with it. A survey issued by Government statistics 2018 - A report presenting information on volume of traffic by type of vehicle and class of road for 2018. First published: 21 August 2019 - Last updated: 21 August 2019 showed the A4054 road Locus in as having 39 HGV / day. The proposal to increase that quantity by 100 HGVs more is unacceptable and intolerable to this community.

Epidemiological studies have shown that long-term exposure to air pollution (over years or lifetimes) reduces life expectancy, mainly due to cardiovascular and respiratory diseases and lung cancer. Short-term exposure (over hours or days) to elevated levels of air pollution can also cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and mortality (Ref: Public Health England Guidance Published 14th November 2018).

It then also begs the obvious wider question of on-site emissions (pollution), the proposed site being the ultimate destination of all these vehicles. It creates a situation where these vehicles will be an additional contributor to the on-site pollution sources of all idling and operating machinery such as diesel generators, earth moving machinery, cranes etc. The problem becomes particularly more concerning when it is contained. For proposed construction work within the old railway cutting (old Cardiff Railway route) the proposed work/emission zone is confined by steep embankments, both sides and overhead by a canopy of trees. It has a microclimate of its own and under such circumstances whatever pollutants are discharged would be contained and not readily dispersed to atmosphere. The conditions for proposed working personnel, wildlife and the environment in general require thorough investigation and would be a matter of great concern for Coryton School and for those residing above the cutting on the Hollybush Estate.

5. *The proposal would remove ecologically important habitat and would have an adverse impact upon the adjoining heronry, which is the largest in south Wales. This is contrary to Section 6 of the Environment Act, which places a duty of the council to maintain and enhance biodiversity and promote the resilience of ecosystems, and the Chief Planning Officer letter: "Securing Biodiversity Enhancements" which states "The attributes of ecosystem resilience (PPW para 6.4.9 refers) should be used to assess the current resilience of a site, and this must be maintained and enhanced post development. If this cannot be achieved, permission for the development should be refused."*
Both of these requirements are not met.
6. *The proposal fails to meet the objectives outlined in the Welsh Government post COVID 'building better places' document which states 'Development management decisions should focus on creating healthy, thriving active places with a focus on a positive, sustainable future for our communities.'*
7. *The proposal would result in the loss of the northern meadows, which is a community asset that has helped the community's mental well being and provided much needed outdoor space for the elderly residents of the Hollybush Estate.*
8. *The proposal fails to achieve the aims of the Wellbeing and Future Generations Act by:*
 - *Failing to consult and engage with the community in a meaningful manner,*
 - *Destroying the only outdoor space for children in this part of Whitchurch;*
 - *Removal of significant amount of trees;*
 - *Increasing mental stress by removing the only outdoor space for residents to relax and reflect.*

10. *The increased construction period will negatively affect the students at Ty Coryton. The Ty Coryton site sits directly behind Asda, and will be adversely affected by the increased levels of noise and air pollution, as well as the vibrations from the construction site. This shall interrupt the education and care of the children here, who have serious Autism Spectrum Disorder and who rely on regular and consistent routine to stay happy and calm. This extension in building work would be contrary to the UN Convention on the Rights of the Child.*
11. *The submitted Transport information in support of this application is flawed for the following reasons:*
 - *The data is over 4 years old, even the most recent data was a 1 week snap shot;*
 - *It does not take into account post COVID assessment;*
 - *Does not define what types of HGV would be using these roads,*
12. *There has been insufficient community engagement by the Council or the developer to this application. With over 300 members of the local community protesting against this development the committee cannot ignore the express view of the residents who would be directly affected by this proposal.*
13. *The proposal fails to meet the Climate emergency declared by both Cardiff Council and Welsh Government*
14. *This application should not be determined until the Senedd enquiry.*
15. *The proposal would harm the listed Chapel and the historic Park: the proposed mitigation is not considered to protect these key community assets.*

7.2 A petition of 365 signatures has been submitted by the 'Hollybush Estate Tentants and Residents Association that objects to the proposal on the following grounds:

- *Goes against the principles set by planning application 17/01735/MJR in that construction traffic was to use the northern access after 9 months;*
- *Impact of HGV traffic on the local road network*
- *Noise, dust & vibration from the traffic;*
- *Road safety- the loss of barriers in close proximity to Coryton Primary school would harm the safety of school children;*
- *Air Quality- would breach acceptable safety limits request an independent assessment is undertaken;*
- *Impact upon the Listed buildings within Whitchurch hospital and listed gardens*

- 7.3 A 417 signature petition has been submitted by Save the northern Meadows group. This petition also relates other applications (ref. 20/01108/MJR & 20/00357/MJR) This petition was received after Hollybush Estates petition.
- 7.4 A c.11,000 signature petition has also been received but does not meet the Council's requirements for a petition to be valid as it simply states 'save the meadows', gives no planning reference number, does not have signatures or email addresses and a number of the petitioners are located in other parts of the world and could not be reasonably affected by the development.
- 7.5 In relation to the latest ecological amendments an additional 70 representations have been received that object to the submitted amendments and are summarised below:

As a principle both these planning applications (and others) are continually having documents added immediately AFTER the Neighbour Consultation Expiry Date has expired. e.g. for 20/01481/MJR the developer has added to 22 documents on 20th October and for 20/01110/MJR 18 documents were added on 20th October. This means that the general public (with no experience of planning applications) have only 2 weeks to research through 40 documents to identify changes and object.

This is fundamental violation of the community as we entered into a 'firebreak' lockdown for almost the total duration of the consultation period. This council has clearly disregarded all obligations towards the mental health of the people of Whitchurch and Cardiff, as it recklessly pursues planning applications during this distressing period.

Further, it has allowed the developer to continuously submit documents months after the applications closed, meaning the community has been forced on at least two occasions to object to documents which were never to be used.

In documentation there are an estimated 160 HGV's needed for construction purposes on a daily basis. ASDA have stipulated they will only allow 4 HGV's per hour via the northern access and not during their peak time, (eg after pm mon-fri and not at all on a sat. That equates to 32 HGV's via northern access

- That means 128 vehicles will need to access and leave via the southern entrance. That is in excess of 250 HGV's per day on an already congested road.*
- They will be using the Pendwyallt Rd and Park Rd daily for 48 months*
- Construction traffic will cause undue congestion due to the need to cross oncoming traffic coming from Whitchurch Village to get to both access roads. There does not appear to be any mitigation plans for traffic control for the residents off Park Avenue (up to 200 residential dwellings). Park Avenue is directly opposite Whitchurch hospital entrance. They will be directly affected by construction traffic entering and exiting the southern access route.*

This will directly harm children as there are proposals to remove railings on Pendwyallt Road. This would be an unacceptable violation of the social contract between the council and local people, who would be placed at significant risk of collision between HGV, pedestrians, or cyclists

VELINDRE - LANDSCAPE STRATEGY REPORT REV C ^[L]_[SEP]

- TPO trees already removed by developers – Who has done this? ^[L]_[SEP]*
- “TCAR Southern extent (Area C) - Removal of 51 young to semi mature hornbeam trees”*

In order to uphold the biodiversity duty, this cannot occur as it is impossible to replace mature trees. Further, it is incredibly difficult to grow trees in man made areas, and they should be preserved where they exist in a healthy context. This will support the city in applying the ‘One Planet Plan.’

GIMS STATEMENT REV B (2)”, “Direct TCAR”

“this calculation has identified a greater loss of habitat” due to changing the course of the southern access.

- If there is increased biodiversity loss on the amended route, the original route should be pursued.*

How can the committee pass a plan which has barely addressed any of the key statutory issues which could cause air pollution in the community, violate the view from the flat and the nature reserve, changing the sense of place in violation to the Historic Environment Wales Act?

These submissions barely address the key issues which shall directly impact upon the development and local community. As a result, they should be rejected.

Listed Buildings in grounds - Chapel

You will note that they have labelled the road as 'existing 2 way road'. This is also the case in 20/01515/MJR.

The road is in fact slightly wider than one vehicle wide, currently operating as a one way system for cars using the parking facilities or attending the City Hospice. Yet plans envisage vehicles using this road for two way journeys. The road is certainly not wide enough to take 2 HGV's side by side. Any individual conducting a site visit would ascertain this, and identify this application as a farce.

Please note, the road is running directly alongside the side of the Chapel - there is NO space between the road and chapel. It will certainly be destroyed by passing vehicles.

5 Vibration Mitigation

It is recommended that the following mitigation measures be considered: .

The road surface within 10m of the chapel should have any irregularities repaired or have a new surface overlay to the entire existing surface:

- If practical removal of the existing surface, other than loose elements, should be avoided;*
- If practical no Vibratory Roller be used within 10m of the chapel, or their use minimised and should be avoided;*
- If practical concrete, barriers should be placed to limit vehicles passing too close to the chapel;*
- Review of a one way system adjacent to the Chapel to offset the construction vehicle movements away from the Chapel;*
- A speed limit of lower than 20mph be set on the TCAR.*

Have they given CADW satisfactory assurances how they plan to achieve all the above mitigation?

Conducting vibration measurements on day one is too late.

200 HGV journeys per day for 4 years is 208,000 HGV JOURNEYS. RIGHT NEXT TO A LISTED BUILDING

Whitchurch Hospital Historic Garden

- There is a statutory obligation to respect and maintain historic gardens as they are. This construction shall result in the destruction of these historic gardens due to the envisaged regular passage of HGVs throughout the site.*
- Although the developer states this shall not be the main access, their facts say differently. They state in 20/01515/MJR only a maximum of 20 vehicles a day shall use the main access at Asda, meaning at least 80 HGVs shall pass through the historic garden a day.*
- As a result, this will fundamentally damage the garden, altering the curved edges of the bowls green, impede on the rugby pitch, likely destroy the gateway on park road, and result in the destruction of the chapel as highlighted above.*
- Therefore, this application violates the future generations act, especially in regards to the sense of place which must be protected.*

7.6 98 letters of support for the proposed cancer hospital have also been submitted (that have quoted the above reference) which consider the need for a modern and accessible hospital for Velindre patients is more important than the marginal loss of trees and green space and also note that the site is NHS land and the proposal is to use the land for NHS purpose

7.7 Local Ward Members have been consulted and Councillors Morgan, Rees and Phillips object to this application on the following grounds:

- Support the objections raised by residents;*

- *Our objection to 20/01110/MJR, the temporary construction access route is more fundamentally linked to the absolute disregard of resident health and safety implied in documentation directly, and indirectly in the applicant seeking to make this change*
- *The opposite must therefore be considered true; requesting permissions to being the traffic along these roads because of the failed negotiations with Asda will have a negative impact; one the residents should not have to bear simply to save the applicant budget. This is what it comes down to – the applicant wishes to save budget by blighting the lives of residents. Planning laws we hope will protect residents from this.*
- *Ward councillors were asked by VCC for ideas on where construction lorries could be ‘stacked’; an admission that a carefully tailored arrival / departure plan would not always go to plan. On a road that is already considerably backed up, in fact causing tail backs onto Kelston Road, Velindre Road and Penlline Road most afternoons and early evening time, this cannot be considered acceptable, to put 200+ construction vehicles into an already loaded arterial route, through residential areas.*
- *The environmental impact statements made in the planning application documents have been challenged in a letter to you from L Margerison, dated 8th May 2020. This letter suggests variously that inaccurate information has been supplied, incorrect data used as baselines for calculations, current environmental analysis has not been used (2017 not 2020) and selective data used (access point at Park Road where emissions are lower than half that further up the road). This is not acceptable. We have a Health Board potentially misleading, if the content of that letter is correct.*
- *We would ask planning officers to consider the merits of the statements made by L Margerison, and if these are upheld to summarily refuse this application. Further evidence of the absolute disregard to individual’s health and safety, by Velindre, is shown in the Environmental Statement Vol2: Appendices and Figures Chapter 5: transport. At 7.33 the document states “However, there are some low-cost improvements that can be achieved to mitigate some of the concerns as a result of the temporary increase of HGV traffic along the route during the construction programme.” Note low-cost; the concerns that follow only warrant low-cost mitigation.*
- *At 7.34 it states “The removal of guardrail in the vicinity of the Pendwyallt Road / Village Hotel junction and Pendwyallt Road / Whitworth Square junction to reduce the risk of crushing/collision incidents with cyclists; and” This is despite acknowledging at 7.29 that Park Road and Pendwyallt Road benefit from features that make the road safer for pedestrians and cyclist, yet at 7.34 suggest these safety measures are removed not to remove the risk of Crushing/collision incidents with cyclists but to reduce the risk only.*
- *At 7.35 Velindre suggest this downgrading pedestrian safety to reduce the new risk of crushing cyclists, and for it to be paid for by section 106 money that ordinarily makes nett improvements for residents. This is a shameful*

disregard for residents health and safety and alone should be enough for the application to be refused.

- 7.8 Anna McMorrin, Member of Parliament for Cardiff North makes the following representation:

“Many constituents and community groups with differing views have been in contact with me on this complex issue to share their thoughts. I have listened to the views expressed and whilst I support the need for a modern cancer hospital the concerns expressed to me by my constituents need to be considered by the committee, these being:

Given the climate Emergency declared by Cardiff Council and Welsh Government the location of this development would have significant environmental impact and undermines the Climate emergency declarations;

Fails to provide the need for green space for the local community

Does not meet modern planning policy objectives;

The site selection is flawed as there are brownfield sites that could accommodate the hospital, however, the community would prefer to see a cancer hospital than housing, which still stands.

Whilst I understand the permission for the hospital was approved in 2018 and this is not dependant on this application as this application amends what also has already been approved. However, the view of my constituents is that a holistic approach must be considered and that this scheme must be considered against all the other applications and not in isolation.

Concern is also raised in relation to air quality and impact upon residential properties traffic congestion and the safety of children and cyclist’

- 7.9 Julie Morgan (Member of the Senedd for Cardiff North) writes in her capacity as the Senedd Member representing Cardiff North and raises her constituents’ concerns as follows:

I am writing in my capacity as Member of the Senedd for Cardiff North regarding concerns that have been raised with me by constituents about the 20/01110 planning application.

The concerns fall into several broad categories which I address below.

Traffic

The main arterial roads into Whitchurch from the north, Pendwyallt Road and Park Road, are known by local residents and road users as being extremely busy, especially at certain points during the day. I understand that approximately 14,800 vehicles use Park Road every day. Constituents are concerned that the construction of the new Velindre Cancer Centre is expected

to bring an extra 100 heavy goods vehicles along these roads to the temporary southern access route each day until November 2024, with 160 extra vehicles expected during the busiest points during the first 12-18 months of construction.

I have received assurances that Velindre has taken local residents' concerns on board and that therefore some of the roads will not be used during school peak times, Saturdays and Sundays, but local residents are still concerned that an increase in the number of vehicles on the roads, especially heavy goods vehicles, will further add to the congestion already felt on these roads.

Indeed, the construction of the temporary access bridges will also bring increased traffic, with 20 extra vehicles expected each day until the bridges are completed, as noted within the Initial Construction Environmental Management Plan (31 July 2020).

Concerns have also been raised with me about plans to remove railings along Pendwyallt Road near Whitworth Square and I am concerned that this will have an impact on the safety of pedestrians, particularly parents and young children walking to and from Coryton primary school.

I note that under the plans the entrance off Park Road to the old Whitchurch Hospital will be widened to allow for HGV access. Velindre has said it will reinstate the old gatepost ('pier') at this point (this was damaged by a vehicle previously) and it will use like-for-like or original materials. This will ultimately have a positive visual impact on the entrance to the old hospital.

I note that the southern temporary access road will enter the northern meadow by crossing a wellused footpath which runs from the Hollybush Estate south west towards the Melingriffith canal. I would want to seek assurances that it will be safe for pedestrians to continue to use this path, that there will be enough visibility for lorry drivers to see walkers on the path and that pedestrians will have right of way over construction vehicles.

I welcome the addition of zebra crossings across the southern access route within the grounds of the old Whitchurch hospital which will have HGVs passing through.

Air pollution

The concerns constituents have around air pollution go hand-in-hand with the expected increase in traffic around the construction site.

Constituents are concerned about the impact of 100+ heavy goods vehicles passing their homes each day to access the temporary southern access route (TCAR) will have on the air quality of local residential and primary school areas.

I am pleased that more work has been undertaken to establish the impact of increased traffic on Park Road and Pendwyallt Road on air quality, and that an Air Quality Assessment addendum was added to 20/01110/MJR which specifically looked at air quality and the temporary southern access route. I note

that the assessment concluded that 'the construction traffic from the proposed development would result in 'negligible' impacts on NO2 across all modelled human health receptors and therefore is considered 'not significant'.

Constituents have also raised their concerns about the levels of dust that will come from the sites when the temporary access roads and bridges are constructed, and how this will affect air quality in the area. This is likely to be a particular problem during the summer when local residents rely on opening their windows and doors to cool down. Constituents fear that they will not be able to do this when construction starts.

It will be important, throughout construction of the temporary access roads and bridges, to ensure that air quality is constantly monitored so that if levels do rise action can be taken to mitigate any damage and bring levels down.

In terms of the dust and dirt that the construction phase will inevitably bring, I note Velindre's Construction Environmental Management Plan of August 2020 which says that dust and dirt will be washed off the wheels of lorries before they exit the site (Initial Construction Environmental Management Plan, 31 July 2020, section 2.7).

I would hope to receive assurances that this will be done on an ongoing basis throughout the construction period.

Environmental impact

Constituents have also raised with me their concerns surrounding the impact on biodiversity and the environment when the temporary access road to the south of the site and the temporary bridges (accessed via the old railway cutting) are built.

I understand that the new proposed temporary access road ('Direct TCAR') is to follow a more direct route from the old Whitchurch hospital rather than the previous 'dog-leg' route but that this will entail removing more trees and vegetation than had been previously anticipated.

In the technical note (347168-MML-026-XX-TCN-ECO-2000-001, Rev A) dated September 29 Velindre says that despite this greater loss of habitat, "the compensatory improvements to the planting is greater than would be the case if the original 'dog-leg' access route was used" (Green Infrastructure Management Strategy, October 2020).

In order for the temporary access bridges to be built, I understand that a significant number of trees will need to be felled, vegetation cut back and scrubland lost. Constituents are very concerned about the loss of this biodiversity and the impact it will have on wildlife and future habitats. I am encouraged that within the Green Infrastructure Management Strategy it is confirmed that trees will be replanted in a 1:2 ratio, and that 'Understorey woodland planting will be introduced which will diversify the existing woodland and provide a new woodland edge ecotone'.

The updated GIMS document in October 2020 notes that, “lines of protective fencing will be installed to prevent damage from construction traffic. The installation of tree protection fencing will be supervised by a qualified arboriculturalist.”

I welcome the requirement that an arboricultural consultant has to be present before any tree root severance can be undertaken during excavation works and welcome the greater attention to detail included in the amended GIMS Adherence Statement formulated in response to NRW concerns in respect of protection of wild life habitat, in particular provision for dormice - 20 nest boxes are to be provided.

However many constituents fear that no matter how many mitigation plans are put in place to save or replant trees and other important areas of biodiversity, the area will ultimately be dramatically changed and therefore wildlife that depend on this area will be impacted.

I do however welcome Velindre’s plans for the “complete eradication of non-native invasive plant species within the planning application site boundary.”

Pedestrian access during construction

I note that certain well-used paths will be temporarily off limits to pedestrians during construction – for example the old railway cutting will not be accessible while construction takes place. I have previously asked that pedestrian access from the Hollybush estate to the meadow is maintained. I note that during construction this will necessitate a detour along the south eastern footpath towards the canal and then north into the meadow.

I have detailed the concerns about pedestrians using this path where the temporary construction route enters the meadow in the section of my letter: Traffic.

Historic chapel at Whitchurch Hospital

Constituents have raised with me the issue of hundreds of HGV lorries passing the Grade II-listed old chapel in the old Whitchurch Hospital Grounds. The route will pass right in front of the chapel. In its technical note (REF 347168-MML-028-XXTCN-LTA-2000-001, Rev A dated August 18, 2020 Velindre states: “There is the potential for negative impact, including cosmetic damage, to the Grade II listed Chapel from vibration from the TCAR.”

I note that Velindre has addressed the issue of vibration damage to the chapel with a series of mitigation measures – set out in the above document. Also I would seek an assurance that the proposed 20mph speed limit for construction vehicles on the temporary access road is strictly monitored.

However many constituents and I remain concerned about this listed building and would seek further assurances that vibration levels at the chapel will be monitored at frequent intervals during the whole construction phase to ensure the chapel is not damaged. It will be vital to survey the condition of the chapel

– including making sure there is photographic evidence – before work commences.

I would be very grateful if my constituents' views outlined above could be taken into consideration when planning application 20/01110/MJR is considered.

8. **ANALYSIS**

8.1 The application before Committee is described as:

“Temporary construction access route for the construction of the approved velindre cancer centre, for a period of no more than 48 months following the completion of the related highway improvement works, or until 30/11/24, whichever is first”.

This is an application for full planning permission. Paragraphs 3.1 to 3.3 of this report identify the planning history of the site and adjoining areas, as well as current, as yet undetermined applications within the area. Applications which have yet to be determined by the Local Planning Authority are not material factors in the consideration of this application. It must also be noted that given the description of development i.e. for a temporary and time limited permission, that the concerns regarding the proposal becoming a permanent facility cannot be considered in weighing the merit of the proposal.

8.2 Primary material planning factors to consider for this application are:

- The impact upon Listed buildings and Historic Gardens
- The impact upon the amenity of neighbouring occupiers and the area;
- The impact upon transportation, access and movement;
- The impact upon the natural environment; and
- Any other material factors.

8.3 **Impact Upon Listed buildings and Historic gardens**

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, when assessing development which affects a listed building or its setting, special regard shall be paid to the desirability of preserving the building or its setting or any special architectural or historic interest it possesses. This approach supported by Policy EN9 of the Adopted LDP, which makes clear that development relating to a listed building or its curtilage structures will only be permitted where it can be demonstrated that it preserves or enhances that asset's architectural quality, historic and cultural significance, character, integrity and/or setting. The submitted Environmental Statement recognises the importance of the Listed Buildings and Historic Parks and additional information outlined below, provides the LPA with sufficient information to be able to consider its legal requirements outlined above and policy consideration

Listed Building (Chapel)

Additional, material has been submitted in Mott Macdonald's Heritage

Statement August 2020 and Technical Note (reference 347168-MML-028-XXTCN-LTA-2000-001) notes that the HGV traffic will pass, in close proximity, to the Grade II listed chapel and has considered the likely impact. The reports recommend monitoring and vibration mitigation.

These mitigations have been considered by CADW (Historic & Parks and Gardens) and the Council's Conservation Team and are in principle acceptable subject to requirement by conditions. The conditions will ensure that the Listed Chapel is protected from the development but that the mitigation is temporary in nature.

Historic Park and Garden

Committee will also note that a pavement is proposed that links the Chapel to Park Road and that a layby will also be constructed. These changes are proposed to remain after the temporary access is removed and have been considered on that basis. It is considered that there will be minor incursion into the historic park but given the wider benefits to create a sustainable route to the chapel it is not considered to harm the setting of the Whitchurch Hospital listed park.

It is concluded that the proposed mitigation is proportionate to the likely impact and that the proposed mitigation would satisfy the requirements of Policies KP17 & EN9 of the adopted Cardiff Local Development Plan, which seek to ensure development proposals demonstrate that they preserve or enhance that asset's architectural quality, historic and cultural significance, character, integrity and/or setting of any listed buildings and historic environment.

Additionally, the submitted reports also indicate that the pillar to the hospital's entrance will be preserved and reinstated as part of the proposals, this is welcomed as the entrance to the hospital is considered a key feature of the complex. The details will be subject to the approval of listed building consent.

8.4 Impact Upon the Amenity of Neighbouring Occupiers and the Area

- 8.4.1 Policy KP5 seeks to ensure that *'no undue effect on the amenity of neighbouring occupiers'* results from development.
- 8.4.2 It is recognised that planning permission (17/01735/MJR) has granted consent for the existing access off the Whitchurch hospital internal road and along the existing dogleg to be utilised for construction traffic but that permission was limited in the number of HGV movements (20 per day) and time limited (9 months). This proposal results in a greater number of HGV vehicles and other vehicles along the public highway into the Whitchurch hospital site and for a longer period.
- 8.4.3 The key sensitive receptors along the route are the existing housing sited along the existing public roads and the City Hospice (which provides palliative care but it is not a bedded unit). The hospice would be sited approximately 31 metres from the proposed access. The applicant has submitted that the hours of

operation would align with the statutory hours for construction activities outlined in S60 of the Control of Pollution Act 1974 i.e. not audible between 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays and not at any time on Sunday or public holidays and these are acceptable for the residential dwellings on the public highway. However, given the close proximity of the City Hospice it is considered that additional requirements such as providing 'prior notification' to the Hospice be required, this matter can be considered and agreed by means of a Construction and Environmental Management Plan (CEMP) condition.

- 8.4.4 It is concluded that, subject to condition 8 of the recommendation, that the proposal would not have any undue impact upon the amenity of neighbouring occupiers in the area by virtue of unexpected; or inappropriate levels of noise at unreasonable hours, and can accords with the principles of Policy KP5 and TAN 11 (Noise).

8.5 Impact upon Transportation, Access and Movement

- 8.5.1 Policy KP8 seeks to achieve a 50:50 modal split between journeys by car and other more sustainable means and, therefore, seeks to reduce reliance on the private car as a means of transport in favour of more sustainable methods. Policy T5, supports this key policy, by seeking to ensure *'that all new developments properly address the demand for travel and its impacts, contributes to reducing reliance on the private car and avoids unacceptable harm to safe and efficient operation of the road, public transport and other movement network and routes'*.

- 8.5.2 Concern raised by the objectors are noted and have been considered by the Council's Transportation section and Welsh Government (Transportation) and based upon the submitted information it is considered that the proposed traffic movements for the duration of the construction period of 4 years can be accommodated on the adopted highway without causing a detrimental impact upon the highway network or pedestrian and cycling movements.

- 8.5.3 The application seeks alterations to the public highway to aid access to and from the site, these proposals are considered acceptable, in principle, but will require technical approval from the Council's Highway Section

- 8.5.4 For the above reasons, and the advice contained in Section 6 of this report, it is considered that the proposals, subject to conditions, would have no adverse transport impact upon the road network and accords with the principles of Policies KP8 and T5.

8.6 Impact Upon the Natural Environment

- 8.6.1 Natural Resources Wales (NRW), the Council's Ecologist and Tree Officer have considered the submitted information and representations received, and subject to their recommended conditions, raise no objection. Their comments and advice are contained in Sections 6 and 7 of this report.

- 8.6.2 Policies KP15, KP16 and EN8 seek to ensure that green infrastructure is protected and the effects of climate change associated with such loss are mitigated.

The area is in general, defined as scrub land, however, scrubland does have ecological value and this has been assessed by the applicant and summarised in the submitted Mott Macdonald Technical Note reference 347168-MML-028-XX-TCNLAN-2000-002 Rev B which has assessed the site within 3 core areas of central, southern & northern and defines these as follows:

“TCAR Central area: The primary measures which provide statutory protection to trees are Tree Preservation Orders (TPOs) and Conservation Area (CA) status. Following a study of the Cardiff City Council’s (CCC) online mapping portal it was confirmed that there are TPOs contained within, and in close proximity to, the proposed works area but that the site is not located within a CA. The TPO trees effected by the Scheme were made by CCC in 1995 under reference ‘TPO 225’ and refers to sycamore and willow trees, referenced in the Order as; T161, T162, T162, T164, T165, T166 G23, G24, G25 and W02.

*However, the area encompassing the TPOs was reportedly cleared for earlier construction works, but no evidence has been able to be obtained to confirm the exact removal date and reason for removal with Technical Note Mott MacDonald 2 anecdotal evidence suggesting the area was used as a spoil area. All that remains now is an area of scrub and young natural regrowth, predominantly consisting of buddleia (*Buddleja davidii*), goat willow (*Salix caprea*) and grey willow (*Salix cinerea*). These trees are too young to have been part of the 1995 TPO.*

*TCAR Southern extent: At its southern extent, the creation of the TCAR will result in the removal of 51 young to semi mature hornbeam trees (*Carpinus betulus*). These trees currently form a visual screen north of the existing hospital site.*

*TCAR Northern extent: At its northern extent, the creation of the TCAR will result in the removal of 23 trees and include four dead trees, eight holly (*Ilex aquifolium*), five sycamore (*Acer pseudoplatanus*), two willow (*Salix spp*), two elder (*Sambucus nigra*), one blackthorn (*Prunus spinosa*) and one ash (*Fraxinus excelsior*). Also rose, ivy and bramble scrub. “*

The proposed mitigation, as outlined on plan reference 347168-MML-037-XX-DWG-ECO-2000-005, show replacement planting of appropriate species and size to create, over time, a natural woodland. The proposed numbers of tree replacement is 616. This is broken down as follows: x6 of these will be ‘heavy standards’, i.e. ‘specimen’ trees with a clear stem and some immediate landscape impact. These will comprise x4 *Quercus petraea* (sessile oak) and x2 *Tilia cordata* (small leaved lime), both of which are very large, very long-lived natives. These will be planted at sufficient spacing to ensure they will achieve maximum canopy spreads – the result ultimately should be conjoined canopies forming a continuous corridor following the TCAR route – since the trees will have optimal access to light they should produce lots of seed and consequently

may serve as 'seed trees' to enable natural seeding and new trees elsewhere in the vicinity. This approach is supported by the County Tree Officer.

The remaining trees will comprise 295 *Acer campestre* (field maple), 98 *Ilex aquifolium* (holly), 197 *Crataegus monogyna* (hawthorn) and 20 *Carpinus betulus* (hornbeam). These will be planted at small size (40-60cm height) so will not have instant impact, but should establish rapidly and their growth rates are likely to outstrip trees planted at larger size. These are all native trees that are ultimately smaller than the *Quercus* and *Tilia* and function as a middle storey and woodland edge feature within the canopy. Additionally there will be 197 *Corylus avellana* (hazel) and 188 *Prunus spinosa* (blackthorn). These are more shrubs than trees and form an understorey and woodland edge feature within the canopy. Beneath this understorey there will be seeding with woodland grasses and flowers. Consequently there will be different 'layers' in the canopy, from grasses and flowers low down to very large trees forming the upper canopy.

The aim of this planting regime is to produce a structure that imitates a naturally developed woodland, not a 'plantation'. If the site was planted with 616 'heavy standards', there would be an instant landscape impact, but subsequently there would be gross mutual suppression as trees compete for light. This would result in the development of structural vulnerabilities and a requirement to remove large numbers of trees in due course. At the same time there would be very little understorey growth, so the 'layered' canopy, typical of naturally developed woodland rather than plantations, would not form. Again this approach is considered by the County Tree Officer to be acceptable, and takes into account climate change and Welsh Ministers advice on biodiversity. The principle of the proposed development in this regard is considered acceptable, however, further detail is required to ensure that appropriate landscaping is provided and that no harm results. Conditions are recommended in this regard.

In summary the proposed mitigation would accord with policies KP15, KP16, KP18 and EN8.

- 8.6.3 In terms of the impact upon protected species the submitted details have considered those key elements, mainly bats, reptiles and dormouse and their environment. The proposed mitigation is, subject to conditions, considered to meet legal duties outline in the Environment Act and the Council's adopted policies. The proposed mitigation has also considered the main site and how these two proposals 'talk' to each other and likely resultant long term effect, this is a key consideration to ensure an acceptable environment for protected species in the longer term.
- 8.6.4 Local Development Plan Policies EN10 and EN14 require water sensitive design solutions that do not increase risk of flooding elsewhere, and are incorporated within new developments. The application requires technical approval from the council's SAB approving body for the temporary access road. The applicant has submitted a SAB compliance statement and no objections have been received from the Council's Drainage Officer.

8.6.5 For the reasons outlined above, the proposal is considered acceptable in terms of its impact upon the natural environment.

8.7 **Air Quality**

It is noted that concern has been raised that the proposal would result in adverse air pollution to such an extent that the resultant air quality would exceed legal safe limits and would result in the harm to the health of local residents.

It is also noted that objectors have questioned the conclusion of the applicant's air quality assessment. These concerns have been considered by the applicant's air quality assessor and they are satisfied that the report is correct.

Furthermore, the concerns of the objectors have been considered by the Council's Air Quality Officer who in paragraph 5.3 of this report outlines why the proposal would not cause harm to air quality and therefore meets the requirements of Policy EN13 of the Adopted Local Development Plan and Planning Policy Wales.

8.8 **Other matters relevant to the consideration of this application**

8.8.1 Concern that the proposed access will be permanent are noted but as the updated 'GIMS TCAR Tech Note' and accompanying plan 347168-MML-026-XX-TCN-ECO-2000-001 are clear that this access will not be permanent. Furthermore, conditions have been imposed that ensures that the use of the access ceases and appropriate ecological mitigation and management are undertaken.

8.8.2 Concern over the amount of information submitted and various amendments which some residents, have commented are overwhelming, and to create a bias towards the developer is noted. However, as required by planning law and the Wellbeing and Future Generations Act (WFGA) which seeks community involvement within the development management process, the level of information submitted is considered proportionate to address matters that have been raised through the consultation process; and the extended time period to respond in respect of such information is considered appropriate and beyond legal requirements, to ensure that residents have not been prejudiced by the submission of amended information.

8.8.3 The proposal will require temporary closure/ diversion of the adopted highway. The Council's Public Rights of Way Officer and Transportation section has been consulted and has raised no objection to this process.

8.8.4 Letters of objection and a petition of objection have been submitted which are captured in Section 7 of this report including objections and representations from Elected Members.

8.8.5 Objections and letters of support relating to the use of land referred to as the "Northern Meadows" as a cancer hospital are not matters which are considered material planning considerations to this application. The principle of such use

has been established by planning permission reference 17/01735/MJR.

- 8.8.6 Of those matters raised by objectors which are not addressed above, the following comments are made.
- 8.8.7 References to any Senedd Inquiry, or the statutory duties of Welsh Government are not matters for the Planning Committee to consider.
- 8.8.8 Concern raised in relation to the publicity arrangements undertaken by the applicant are noted. It is understood that the applicant did seek community views in respect of their recent major application, as part of their statutory PAC. Alongside this, Velindre also undertook an informal pre-application consultation on this proposal, (which is a non major application and for which no PAC was required) which they were not obliged to do. As such it is considered that the applicant has exceeded their statutory pre-planning advertising obligations.
- 8.8.9 In terms of the Council's publicity arrangements, the requirements outlined within the Development Management Procedure Order have been met. In addition, the application has been publicised by site notices around the site and by a press notice within the Western Mail newspaper.
- 8.8.10 It is recognised that construction activity will result in a degree of disturbance and inconvenience to residents and users of the site. However conditions are recommended to manage and minimise the impacts of construction activities upon neighbouring residents and users.
- 8.8.11 Crime and Disorder Act 1998. Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 8.8.12 Equality Act 2010. 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. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic, over and above any other person.
- 8.8.13 Well-Being of Future Generations Act 2016. Section 3 of this Act 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). This duty has been considered in the evaluation of this application. It is considered that there

would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

8.8.14 Section 6 of Environment (Wales) Act 2016 subsection (1) imposes a duty that a public authority must seek to maintain and enhance biodiversity in the exercise of its functions, and in so doing promote the resilience of ecosystems, so far as is consistent with the proper exercise of those functions. In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular the following aspects:

- (a) diversity between and within ecosystems;
- (b) the connections between and within ecosystems;
- (c) the scale of ecosystems;
- (d) the condition of ecosystems (including their structure and functioning);
- (e) the adaptability of ecosystems.

The application has been supported by updated ecology reports (Motts and WSP). This information, along with the submitted plans have been considered by the Council's Ecology Officer and NRW who raise no objections to the proposed development. It is considered that the LPA has considered its duty under this Act and has met its objectives for the reasons outlined above.

8.8.15 The United Nations Convention on Children's Rights provide 42 rights to children and young people. These rights have been incorporated in domestic law in Wales through the Rights of Children and Young Persons (Wales) Measure 2011. The key rights in relation to this application are:

- Article 3 (To do what is right for each child);
- Article 6 (The right to grow up healthy);
- Article 12 (The right to your say and to be listened to);
- Article 13 (The right to information);
- Article 31 (To be able to relax and play)
- Article 36 (To be protected from doing things that could harm them)

A number of representations (including pictures, emails and letters) have been received from children who have raised concerns over the loss of the "Northern Meadows". They raise concerns that their health will be worsened due to air pollution and they are concerned regarding the loss of wildlife.

These concerns are noted, and both air pollution and ecological impacts have been assessed and considered within this report.

8.9 **Conclusion**

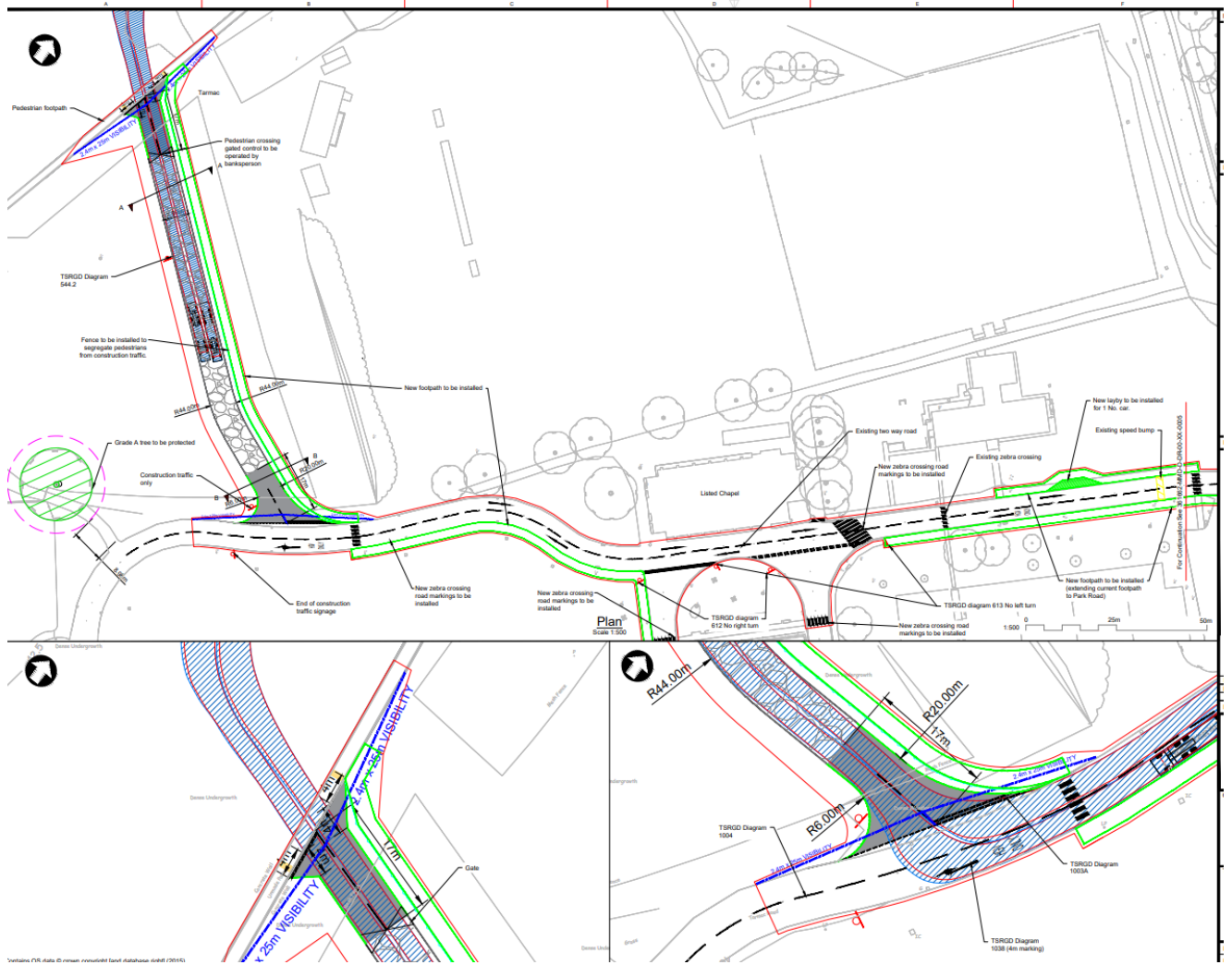
8.9.1 For the above reasons, the proposal is considered acceptable and it is recommended that planning permission be granted, subject to conditions.



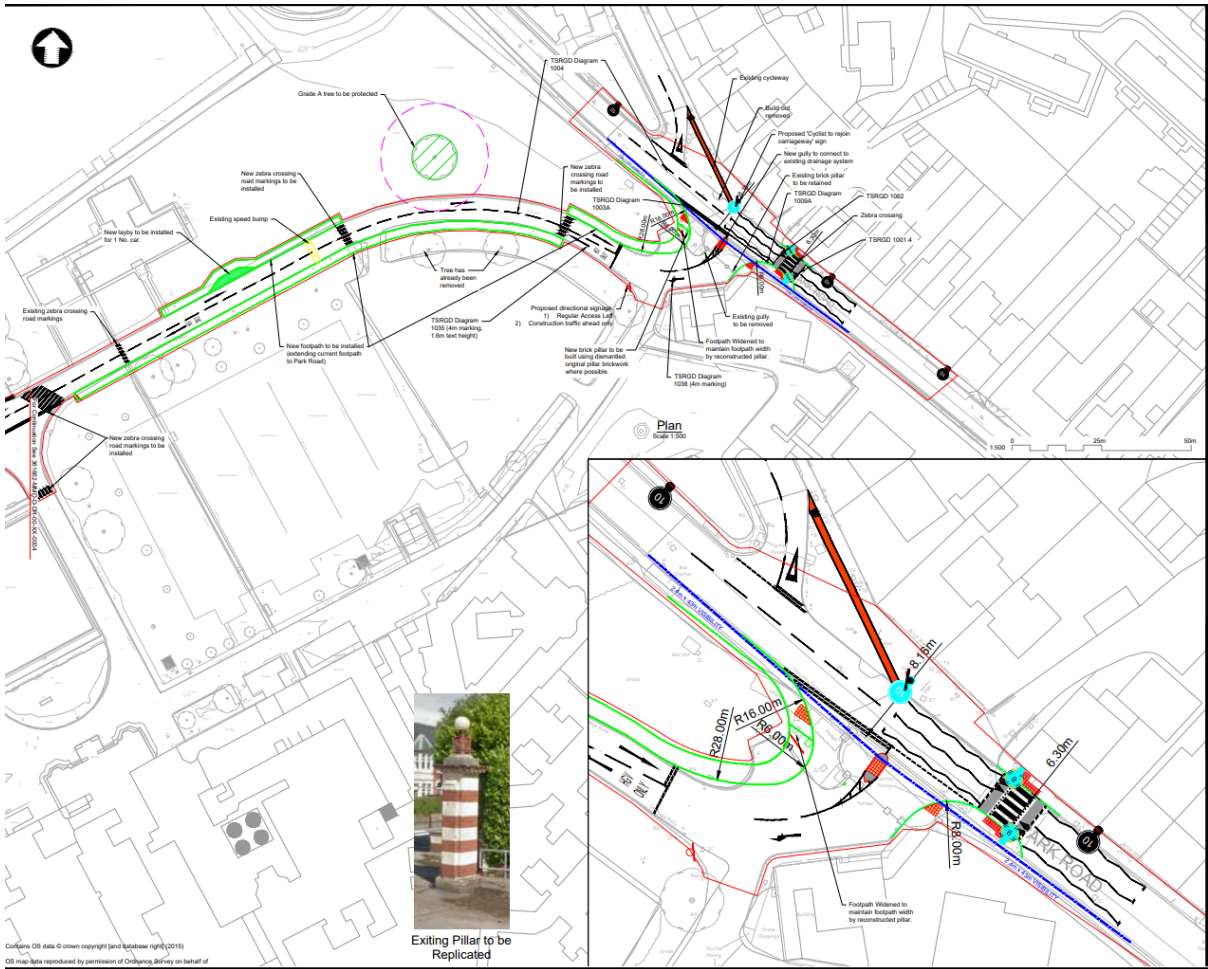


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