

AM OBJECTION AND CONCERN

COMMITTEE DATE: 01/07/2015

APPLICATION No. 15/00799/MJR APPLICATION DATE: 23/04/2015

ED: **LLANDAFF**

APP: TYPE: Outline Planning Permission

APPLICANT: Taylor Wimpey UK Limited

LOCATION: BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF, CF5 2YQ

PROPOSAL: REDEVELOPMENT OF THE SITE FOR RESIDENTIAL DEVELOPMENT (UP TO 400 NEW HOMES) WITH NEW PUBLIC OPEN SPACE, LANDSCAPING AND HIGHWAYS INFRASTRUCTURE (INCLUDING ACCESSES AND PATHS), REQUIRING: THE DEMOLITION OF ALL EXISTING STRUCTURES, SITE CLEARANCE, SITE PREPARATION, THE INSTALLATION OF NEW SERVICES AND INFRASTRUCTURE AND OTHER ASSOCIATED WORKS AND ACTIVITIES

RECOMMENDATION 1: That, subject to relevant parties entering into a binding legal agreement with the Council under the provisions of **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this Resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in Section 9 of this report, planning permission be **GRANTED** subject to the following conditions:

1.
 - A. Prior to the commencement of a particular phase of the approved development, details of the layout, scale, appearance and landscaping (hereinafter called "the reserved matters") for that phase (or part thereof) of the development shall be submitted to and approved in writing by the local planning authority.
 - B. Plans and particulars of the reserved matters referred to in condition 1A above, relating to the layout, scale and appearance of any buildings to be erected, the means of access to the site (where not permitted by this permission) and the landscaping of the site, shall be submitted in writing to the local planning authority and shall be carried out as approved.
 - C. Application for approval of the first reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. Application for approval of all other reserved matters shall be made to the Local Planning Authority before the expiration of 10 years from the date of this permission.
 - D. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of the last of the reserved matters to be approved, whichever is the later.

Reasons: A. In accordance with the provisions of Article (3)1 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012. B, C and D. In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990.

2. Phasing of the development shall be implemented in accordance with a Phasing Plan that shall first be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure an orderly form of development

3. The development hereby approved shall be carried out in broad accordance with the following approved plans:

- (i) A(P)-01 Location Plan;
- (ii) A(P)-02 Illustrative Masterplan;
- (iii) A(P)-03 Framework Plan;
- (iv) A(P)-04 Parameter Plan;
- (v) A(P)-05 Illustrative Sections and Views (1);
- (vi) A(P)-06 Illustrative Sections and Views (2).

Reason: The plans form part of the application.

4. The development hereby approved shall be carried out in accordance with the scaling statement.

Reason: The scaling statement forms part of the application.

5. No more than 400 dwellings shall be erected on the application site.

Reason: The application has been assessed on this basis.

6. The details submitted in compliance with Condition 1 of this permission shall include a Design Code and Detailed Masterplan for the phase within which that reserved matters application is located. This Design Code and Detailed Masterplan shall be in accordance with the Framework Plan hereby approved. The Design Code shall include the following matters:

- (i) A street structure plan which shall be supplemented with street design principles, typical street dimensions, boundary treatment, materials and artist's impressions;
- (ii) A plan illustrating Focal Spaces, Focal Buildings, Key Frontages and adaptable units;
- (iii) A detailed design for street hierarchies at an appropriate scale to ascertain required level of detail;
- (iv) Development blocks including built form and massing and relationship with adjoining development areas/blocks including areas of transition between development parcels (including the relationship between built form and adjoining open space);
- (v) Building types;
- (vi) Building heights;
- (vii) The means to accommodate the parking of vehicles and cycles;

- (viii) Sustainable Drainage features;
- (ix) Architectural principles and detailing;
- (x) Design principles for street tree planting and other structural planting landscaping areas;
- (xi) Design Principles for the green infrastructure including location and layout of play areas;
- (xii) Design principles on hard and soft landscaping treatments (including surfacing materials for all public realm);
- (xiii) Design principles on the colour and texture of external materials and facing finishes for roofing and walls of buildings and structures;
- (xiv) Design principles for street lighting and any other lighting to public space (including parking areas);
- (xv) Public Art Strategy;
- (xvi) A mechanism for periodic review and refinement if necessary of the approved Design Code.

The details in the reserved matters applications shall be in broad accordance with the approved Design Code and Detailed Masterplan.
Reason: To ensure the Local Planning Authority has sufficient and appropriate information to enable it to determine the application

7. No part of the demolition hereby approved shall take place until a demolition management plan has been submitted to and approved in writing by the Local Planning Authority. The management plan shall include, but not be limited to, details of dust control measures, noise management, proposed temporary means of site enclosure, and the future arrangements for the cleared site. The management plan shall take account of the 'worst case' scenario for demolition activities and the Cardiff Council Pollution Control's "Construction site handbook". The demolition shall proceed in accordance with the approved plan.
Reason: To protect the amenities of neighbouring occupiers and the visual amenities of the surrounding area.

8. Prior to the commencement of each phase of the approved development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of construction traffic routes, times of deliveries, loading/unloading and storage of plant and materials, construction compounds, any temporary facilities for construction/sales staff, site hoardings (including the erection, maintenance and security), site access, wheel washing facilities, measures to control the emission of dust and dirt during construction and details of parking for contractors vehicles, site operatives and visitors. The approved CMP shall be adhered to throughout the construction period of that phase.
Reason: In the interests of highway safety and public amenity.

9. Prior to the commencement of each phase of the approved development a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority. The SWMP shall

include measures to reduce environmental impacts of construction waste. Development of each phase shall be carried out in accordance with the approved SWMP unless any modification to the approved SWMP is agreed in writing with the Local Planning Authority.

Reason: To reduce environmental impacts of construction waste.

10. No building shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted, an assessment shall be carried out of the site potential for disposing of surface water by means of a sustainable drainage system, and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii) include a period for its implementation; and
- iii) provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure an orderly form of development.

11. No development shall take place until detailed plans showing the position and form of construction of all roads and footpaths within the site and the method of disposal of all surface water drainage therefrom have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into beneficial use until the roads, paths and all surface water drainage works have been constructed and completed (except for the final surfacing) in accordance with the approved plans and details. The plans submitted in compliance with this condition shall include tracking diagrams to demonstrate accessibility by refuse vehicles.

Reason: To ensure an orderly form of development and to make provision for the satisfactory access to the development by future occupants.

12. Prior to the commencement of development of the relevant phase details of the junction between the proposed access roads and the highway shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented prior to beneficial use.

Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway abutting the site.

13. C3D Loading, Unloading & Parking Within Site
14. Prior to their installation on site details showing the provision of cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.
Reason: To ensure that adequate provision is made for the secure parking of cycles.
15. Prior to the commencement of development of the relevant phase a scheme for the improvement of the two existing site accesses on Llantrisant Road, including making the northern site accesses two-way, and a programme for its implementation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but not be limited to, surfacing, kerbs, edging, drainage, lining and signing, street lighting and street furniture. The agreed scheme to be implemented in accordance with the programme prior to beneficial occupation of the site to the satisfaction of the Local Planning Authority.
Reason: To facilitate safe and commodious access to the site.
16. Prior to commencement of the relevant phase of development a scheme for the provision of a TOUCAN crossing on Bridge Road, at the existing northeast site access west of the rowing club entrance and localised improvements to the exiting cycle/footway adjacent to the rowing club drive, to include widening, resurfacing, directional signage, barrier removal, and programme for its implementation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but not be limited to, the construction and resurfacing as required of footways and provision of a TOUCAN crossing, including surfacing, kerbs, edging, drainage, lining and signing, street lighting and street furniture. The agreed scheme shall be implemented in accordance with the programme to the satisfaction of the Local Planning Authority.
Reason: To facilitate safe and commodious pedestrian and cycle access between the proposed development and the Taff Trail.
17. No part of the development hereby permitted shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site and to promote travel by sustainable modes. The Travel Plan shall be implemented in accordance with the timetable set out in the plan. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Travel Plan shall be submitted annually to the Local Planning Authority, commencing from the first anniversary of beneficial occupation of the development and continuing for five consecutive years thereafter.
Reason: To accord with the Council's adopted Access, Circulation and

Parking Standards SPG and in order to maximise travel to/from the site by sustainable modes of transport.

18. C7Za CONTAMINATED LAND MEASURES - ASSESSMENT
19. C7Zb CLM - REMEDIATION & VERIFICATION PLAN
20. C7Zc CLM - REMEDIATION & VERIFICATION
21. C7Zd CLM - UNFORESEEN CONTAMINATION
22. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes. Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.
Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy 2.63 of the Cardiff Unitary Development Plan
23. E7Z Imported Aggregates
24. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.
Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy 2.63 of the Cardiff Unitary Development Plan.
25. Prior to development commencing on site an Ecological Mitigation Strategy (EMS) shall be submitted to and approved in writing by the Local Planning Authority. The EMS shall be based upon the mitigation measures set out in paragraph 4.3.5 of the David Clements Ecology Report (March 2015) and paragraphs 6.4 to 6.7 (inclusive) of the EDP Bat Roost Assessment (March 2015). The approved EMS shall be implemented and carried out strictly in accordance with the approved programme for implementation of the works unless otherwise agreed in writing with the Local Planning Authority.
Reason: To ensure for the protection of European Protected Species
26. If the development hereby approved does not commence (or, having commenced, is suspended for more than 12 months) within 2 years from the date of the most recent bat surveys, (i.e. by October 2016), the approved ecological measures secured through Condition 25 shall be

reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned to i) establish if there have been any changes in the presence and/or abundance of bats and ii) identify any likely new ecological impacts that might arise from any changes. These surveys shall be carried out between mid-May and mid-August. Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures shall be revised and new or amended measures, and a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Works shall then be carried out in accordance with the proposed new approved ecological measures and timetable.

Reason: To ensure for the protection of European Protected Species

27. No development shall take place until a reptile mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be implemented in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure for the satisfactory protection of reptiles.

28. No demolition of buildings, felling of trees or clearance of structural vegetation shall take place between 1st February and 15th August unless otherwise approved in writing by the Local Planning Authority. This approval will be given if it can be demonstrated that there are no birds nesting in this building/tree/vegetation immediately (48 hrs) before works commence.

Reason: To avoid disturbance to nesting birds which are protected under the Wildlife and Countryside Act 1981: Part 1, 1(1)(b), it is an offence to intentionally take, damage or destroy the nest of any wild bird while that nest is in use or being built.

29. No development shall take place until a range of measures to encourage biodiversity have been submitted to and approved in writing by the Local Planning Authority. Such measures may include, but not be limited to, bat bricks, bat tiles/ridge tiles, bat soffit boxes, bat roosting boxes, bug boxes, wildflower meadows, bird nesting boxes and/or bricks, and living roofs or walls. The measures shall be implemented in accordance with the approved details prior to beneficial occupation, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To encourage new wildlife habitats and biodiversity.

30. Prior to the commencement of each phase of the development, the following details for that phase shall be submitted to and approved in writing by the Local Planning Authority, in accordance with the current British Standard for trees in relation to construction:

(i) An Arboricultural Method Statement (AMS), setting out the

methodology that will be used to prevent loss of or damage to retained trees. It shall include details of on-site monitoring of tree protection and tree condition that shall be carried out and for at least two years after its completion.

- (ii) 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.

The development shall be carried out in full conformity with the approved AMS and TPP unless modifications to the approved AMS and TPP are agreed in writing by the Local Planning Authority.

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.

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

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

- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

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

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 Outline planning permission is sought for the redevelopment of BBC Wales, Llantrisant Road, Llandaff, for up to 400 new homes with new public open space, landscaping and highways infrastructure (including accesses and paths). The proposals will necessitate the demolition of all existing structures, site clearance, site preparation, installation of new services and infrastructure and associated works.
- 1.2 All matters are reserved for subsequent approval except for vehicular access.
- 1.3 An indicative layout, parameters plan, and development framework is provided with the application to demonstrate how the site could be developed.
- 1.4 These plans show the creation of a mix of building heights and dwelling types, with densities decreasing across the site from east to west. Two landmark buildings are proposed, one on each side of Llantrisant Road, each shown to be six storeys in height. Public squares are also shown to each site, framed by new built development, with open space routes created to take advantage of existing trees to provide movement and connectivity within the site and into adjoining areas.
- 1.5 The existing access points off Llantrisant Road to both north and south sites would be retained in the future development. The existing vehicular access to Bridge Road would be enhanced to create a pedestrian-only access.
- 1.6 The following documents have been submitted in support of the application:
 - (i) Design and Access Statement (DAS);
 - (ii) Transport Assessment (TA);
 - (iii) Air Quality Assessment;
 - (iv) Desk based Archaeological Appraisal;
 - (v) Ecology Assessments and Mitigation Strategy, including Bat Mitigation;
 - (vi) Arboricultural Assessment and Management Strategy;

- (vii) Landscape Statement;
- (viii) Drainage Strategy and Flood Consequences Assessment;
- (ix) Noise Assessment;
- (x) Demolition Statement.

1.7 A request for an Environmental Impact Assessment (EIA) Screening Direction was made to the Welsh Government on 19th January 2015. The Screening Direction was issued on 12th February 2015 and concluded that the proposals were not a major development of more than local importance, were not proposed within an environmentally sensitive or vulnerable location and were not likely to give rise to complex or potentially hazardous effects. In addition, the Screening Direction concluded that the proposals would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

2. **DESCRIPTION OF SITE**

2.1 The site comprises approximately 6.89 Hectares and is currently occupied by BBC Wales as its headquarters, bisecting Llantrisant Road with Broadcasting House to the north (approximately 4.23Ha) and Ty Oldfield to the south (approximately 2.66Ha).

2.2 The existing buildings on the Broadcasting House site range in height up to 7 storeys with a purpose built TV studio and associated ancillary buildings. The gross internal floor area on this part of the site is approximately 21,535sqm.

2.3 Ty Oldfield comprises a former catering college with buildings up to four storeys in height. These buildings, converted for office use have a total gross internal floor area of approximately 7,886sqm. A two-storey residential property, Ty Trafod, dating from the 1970s is also located within the site. The remainder of the site is used for car parking and landscaping.

2.4 The southeast boundary of the Broadcasting House part of the site adjoins the Llandaff Conservation Area.

2.5 The former North Lodge to Rookwood House, a Grade II Listed Building immediately west of the entrance to Ty Oldfield, lies outside the application site. This comprises a two-storey Victorian house which has been converted for meeting rooms.

2.6 Rookwood Hospital immediately adjoins the southern boundary of the Ty Oldfield part of the site. The main building and summerhouse are both Grade II Listed. The grounds of the hospital are registered as a Historic Park and Garden.

2.7 The parcels of land which comprise the application site are also adjoined by two-storey residential properties. Ty Oldfield is also adjoined by student accommodation at Plas Gwyn to the east and the playing fields of Bishop of Llandaff High School to the west.

- 2.8 Bridge Road adjoins the north boundary of the site, with the River Taff Corridor and Llandaff Rowing Club beyond.
- 2.9 Both sites are subject to substantial level changes. The land on the north site falls steadily from west to east, resulting in a steep embankment along the majority of the boundary to Bridge Road. The land on the Ty Oldfield site climbs steeply away from Llantrisant Road.
- 2.10 The site contains two Tree Preservation Orders (refs: TPO/128 (1986) and TPO/149 (1989)) and includes approximately 300 trees, the majority of which are protected under the TPOs.
- 2.11 The site lies outside any identified flood risk zones.

3. **SITE HISTORY**

- 3.1 6336: Outline permission granted in August 1951 for the use of land and buildings as headquarters for the Wales Region of the British Broadcasting Corporation and conversion to house the necessary studios and offices.
- 3.2 Numerous applications have been determined since the original permission to extend and alter the BBC premises on both sides of Llantrisant Road.

4. **POLICY FRAMEWORK**

- 4.1 Welsh Office Circular 61/96: Planning and the Historic Environment: Historic Buildings and Conservation Areas.

Planning Policy Wales, Edition 7 (July 2014).

- 4.2 Technical Advice Notes (TANs):

- 2 Planning and Affordable Housing (2015)
- 5 Nature Conservation and Planning (2009)
- 10 Tree Preservation Orders (1997)
- 11 Noise (1997)
- 12 Design (2014)
- 15 Development and Flood Risk (2004)
- 16 Sport, Recreation and Open Space (2009)
- 18 Transport (2007)

- 4.3 South Glamorgan (Cardiff Area) Replacement Structure Plan 1991-2011 (April 1997):

- EV1 Towards Sustainable Development
- EV4 Pollution
- E3 Protection of Business and Industrial Land
- MV1 Location of New Developments
- MV2 Commuted Payments
- MV11 Parking

- MV12 Public Access
- MV13 Equality of Access
- H5 Affordable Housing
- H6 Community Facilities
- B1 Conservation of the Built Environment
- B4 Greening of Urban Areas
- C7 Woodland and Hedgerows
- CL2 Flooding Risk

4.4 City of Cardiff Local Plan (January 1996):

- 3 Development in Conservation Areas
- 4 Historic Gardens, Parks and Landscapes
- 9 Development in Areas at Risk of Flooding
- 11 Design and Aesthetic Quality
- 12 Energy Efficient Design
- 13 Energy Use
- 17 Parking and Servicing Facilities
- 18 Provision for Cyclists
- 19 Provision for Pedestrians
- 20 Provision for Special Needs Groups
- 24 Affordable and Special Needs Housing
- 25 Affordable Housing Within the Built-Up Area
- 31 Residential Open Space Requirement
- 36 Alternative Use of Business, Industrial and Warehousing Land

4.5 Deposit Unitary Development Plan (October 2003):

- 1A General Principles for the Location of Development
- 1B Achieving Good Design
- 1C Planning Obligations
- 1D Homes and Community Facilities
- 1I The Historic Environment
- 1N Car Parking
- 2.20 Good Design
- 2.21 Change of Use or Redevelopment to Residential Use
- 2.23 Affordable Housing
- 2.24 Residential Amenity
- 2.26 Provision for Open Space, Recreation and Leisure
- 2.27 Provision for Schools
- 2.37 Change of Use of Industrial and Warehousing Land
- 2.45 Trees, Woodlands and Hedgerows
- 2.48 Biodiversity
- 2.51 Statutory Listed Buildings
- 2.53 Conservation Areas
- 2.54 Historic Gardens and Parks
- 2.56 Public Art
- 2.57 Access, Circulation and Parking Requirements
- 2.58 Impact Upon Transport Networks
- 2.62 Flood Risk

- 2.63 Contamination and Unstable Land
- 2.64 Air, Noise and Light Pollution
- 2.74 Provision for Waste Management Facilities in Development

4.6 Relevant Supplementary Planning Guidance:

Access, Circulation and Parking Standards (2010)
Affordable Housing (2007), amended by the Interim Planning Policy Affordable Housing Delivery Statement (2010)
Biodiversity (2011)
Community Facilities and Residential Development (2007)
Developer Contributions for School Facilities (2007)
Developer Contributions for Transport (2010)
Open Space (2008)
Public Art (2006)
Residential Design Guide (2008)
Safeguarding Land for Business and Industry (2006)
Tall Buildings (2009)
Trees and Development (2007)
Waste Collection and Storage Facilities (2007)

4.7 Llandaff Conservation Area Appraisal (2006)

4.8 The Cardiff LDP Economic Viability Report (September 2013)

5. **INTERNAL CONSULTEE RESPONSES**

5.1 Transportation

I refer to the above application and would confirm that the proposed development has been assessed and is considered to be acceptable in principle subject to the following comments, conditions and S106 matters.

Acstro consultants produced a Transport Assessment which was submitted in support of the application and which considers the site's location, accessibility by all modes and the impact of the proposed development on the surrounding highway network.

The traffic impact element of the assessment is based on surveyed traffic flows on Llantrisant Road, surveyed use of the two BBC sites and (in terms of the trip generation for the proposed development) derived from the TRICS database. The assessment is considered to be acceptable in this respect, being based on up to date surveys and comparison with a range of sites that are of a comparable size and type to the proposed development.

The assessment considers the impact of the predicted traffic generation from the proposed development on the surrounding highway network and identified junctions, and compares this with the surveyed traffic generated by the existing use to provide a robust assessment of the impact.

The assessment identifies that there will be an overall reduction in trips/trip generation associated with the proposed residential development, when compared with surveyed traffic generated by the existing BBC uses on the sites.

However, according to the analysis the tested development does nonetheless result in an increase in vehicles travelling east along the A4119 Llantrisant Road towards Bridge Road during the morning peak; and again (though less so) travelling westbound during the evening peak. This variation is due to the former BBC site mainly generating out of peak 'arrival' trips in the morning, whereas the proposed residential development will mainly generate 'departure' trips during the morning peak; and vice versa during the evening peak.

Therefore, in contrast to statements in the assessment, traffic resulting from the proposed development will add to the existing queuing at the approach to the Bridge Road/A4232 Llantrisant Road roundabout and therefore add to existing traffic congestion in the area at peak times.

The following table summarises the before and after traffic generation identified in the submitted TA:

	AM (To Bridge Road jcn)	PM (from Bridge Road jcn)
Observed current traffic flows	492	812
Observed – BBC + Development	566	867
Difference	+74	+55
Difference as % of existing	+15%	+7%

You will note from the above table that a post development increase in traffic is predicted during both the AM and PM peaks, albeit that there is a greater impact shown during the morning peak. In this respect however it must be noted that there is a marked drop in traffic movement recorded during the identified AM peak hour (8:00/9:00), due an already saturated network slowing traffic past the survey point. If the earlier or later hour is tested then the % impact is reduced closer to that of the PM impact.

It is also noted that the assessment assumes 75% of trips will be made by car, with the remain 25% being split between walking, cycling and public transport. However in line with emerging LDP policies (discussed in 2.10 of the TA) we would expect the development to aim to achieve closer to a 50/50 split between sustainable travel modes and the private car. Any increase in modal shift towards sustainable transport options will also help reduce the identified impact on the adjacent highway network.

In accordance with the principles of promoting sustainable travel options, the submitted TA suggests the development will deliver new cycle/pedestrian connections that will enable walking and cycling to extend across both sites, and ultimately facilitate connections between Bridge Road in the north and Fairwater Road in the south. To which end the TA makes reference to the

provision of a crossing on Bridge Road in the vicinity of the existing BBC entrance, to link the site with the northern footway on Bridge Road and the Taff Trail. A condition is therefore sought to secure the provision of this crossing.

There remains the potential to further enhance walking and cycling connectivity with the surrounding footways and cycle network, particularly beyond Bridge Road and the Rowing Club. These measures will help reduce car dependency and mitigate against any adverse impact of the proposed development upon the highway network. A number of S106 contributions are therefore sought towards the provision and improvement of wider connections to the Taff Trail, to the north and south, and the surrounding network of walking and cycling routes. The improvements realised by these obligations will assist with the provision of high quality sustainable travel options, in support of local and national policies, and help provide tangible alternatives to the use of private cars for local journeys.

The development will further encourage and promote sustainable travel modes through the provision of cycle parking, a site wide Residential Travel Plan and associated on site infrastructure.

The site is also well located in terms of access to high frequency bus public transport services on Llantrisant Road and Bridge Road, with all dwellings shown on the master plan being within circa 200m of existing bus stops/shelters. The mid-point of the development sites is also circa 700m south of Llandaff Rail Station, and therefore considered to be within an acceptable walking distance of this transport node.

The proposed on site car parking provision of one space per flat and two spaces per dwelling house is towards the upper end of the range identified in the Access Circulation and Parking Standards SPG, but is nonetheless policy compliant and therefore considered to be satisfactory subject to the requested conditions.

In response to the planning consultation it has been suggested that a bus lane could be introduced to provide a left-in/left-out and right-in/right-out connection between Llantrisant Road and Bridge Road, for bus services that do not terminate in the city centre. In considering this suggestion it is noted that currently only one bus service (the 64/65) makes this manoeuvre, with a frequency of one bus per hour. Even if the number of services that make this manoeuvre was significantly increased, say to a 10 minutes frequency in both directions, this would still only amount to 12 vehicles per hr/one every 5 mins.

However the implications of facilitating particularly the right-in/right-out turns to/from the site would be significant for traffic on both Llantrisant Road and Bridge Road. To facilitate this manoeuvre fully signalised junctions would be required on both roads, due to the right-hand turn needing to cross on-coming traffic and proximity to the Heathcock roundabout, the implications of which on the existing traffic would be significant.

To summarise, it is not considered that the provision of a bus by-pass through the site would provide any tangible advantage given the implications of the required junction arrangements, the limited number of buses that would be served by such a route and proximity to the roundabout (i.e. a saving of only 80m).

On the basis of the foregoing comments there are therefore no traffic or transportation grounds to sustain an objection, subject to the conditions and the obligations listed below:

Llantrisant Road access works condition – Prior to commencement of development a scheme for the improvement of the existing site accesses on Llantrisant Road, including making the northern site accesses two-way, and programme for its implementation is to have been submitted to and approved in writing by the LPA. The scheme to include as required, but not be limited to surfacing, kerbs, edging, drainage, lining and signing, street lighting and street furniture. The agreed scheme to be implemented in accordance with the programme prior to beneficial occupation of the site and to the satisfaction of the LPA. Reason: To facilitate safe and commodious access to the site;

Bridge Road TOUCAN crossing condition – Prior to commencement of development a scheme for the provision of a TOUCAN crossing on Bridge Road, at the existing north eastern site access west of the rowing club entrance; and localised improvements to the exiting cycle/footway adjacent to the rowing club drive, to include widening, resurfacing, directional signage, barrier removal, and programme for its implementation is to have been submitted to and approved in writing by the LPA. The scheme to include as required, but not be limited to, the construction and resurfacing as required of footways and provision of a TOUCAN crossing, including surfacing, kerbs, edging, drainage, lining and signing, street lighting and street furniture. The agreed scheme to be implemented in accordance with the programme to the satisfaction of the LPA. Reason: To facilitate safe and commodious pedestrian and cycle access between the proposed development and the Taff Trail;

Construction management plan condition – Prior to commencement of development a scheme of construction management shall be submitted to and approved by the Local Planning Authority, to include details of construction traffic routes, site hoardings, site access, contractor parking and wheel washing facilities. Construction of the development shall be managed strictly in accordance with the scheme so approved. Reason: In the interests of highway safety and public amenity;

Residential Travel plan condition or S106 schedule – No part of the development hereby permitted shall be occupied until a Residential Travel Plan has been submitted to and approved in writing by the LPA. The Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site and to promote travel by sustainable modes. The Travel Plan shall be implemented in accordance with the timetable set out in the plan. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Travel Plan shall be

submitted annually to the LPA, commencing from the first anniversary of beneficial occupation of the first phase of development.

Section 106 contribution:

A total financial contribution of £235,000 is sought in connection with improvements to cycle and pedestrian facilities and infrastructure in the vicinity of the site. The contribution will facilitate and improve connections between the site and local facilities, and the Taff Trail to the north and south of the site, for the benefit of incoming residents and in the interest of promoting sustainable travel mode choice.

Further recommendations:

That the highway works condition and any other works to existing or proposed adopted public highway are to be subject to an agreement under Section 38 and/or Section 278 Highways Act 1980 between the developer and Local Highway Authority.

Conclusion:

The proposed development is considered to be both compliant with relevant Council policy and otherwise acceptable in transport terms. I therefore have no objection to the application subject to the above conditions, S106 matters and other comments.

5.2 Housing Strategy

As the site is suitable for affordable housing, in line with the emerging Local Development Plan (LDP), an on-site affordable housing contribution of 20% is sought on this brown-field site.

Having discussed at length with the applicant and the applicant's agent, we are able to accept the following in terms of the affordable housing contribution:

Affordable Housing

A 20% affordable housing contribution has been agreed with the applicant, to be delivered wholly on-site as follows:

12% of the units will be delivered in the form of affordable intermediate rented accommodation. All intermediate rented units need to meet Welsh Government Development Quality Requirements (DQR) & the Welsh Housing Quality Standard (WHQS). The units will be delivered for purchase by a nominated Registered Social Landlord partner, at the prices listed below:

- 1 bed apartments (£60,000)
- 2 bed apartments (£77,548)
- 3 bed houses (£89,829)
- 4 bed houses (£110,000)

8% of the units on the scheme/site will be delivered as Low Cost Home Ownership (LCHO) (provisionally 1 bed flats) for shared equity purchase at a price of 60% Open Market Value (OMV). The LCHO units would be sold to local authority and/or housing association nominees at the above prices, with the equity share held by either the Council or a housing association. If we are unable to nominate for any reason within an agreed time period, these LCHO units could be sold on the open market with the 40% of the market value paid to the Council for investment in affordable housing.

Please note that the above price relates to the properties only and any additional service charges for unadopted roads, public open space, public realm etc., will not be due by any future residents of the affordable housing units.

5.3 Environment (Contaminated Land)

The site is currently occupied by BBC Wales. Use of the northern site is predominantly as a television broadcasting facility, including technical areas and machine workshops. The southern site (a former catering college) is predominantly office accommodation. Both sites include buildings with associated surrounding hard standings for access and car parking and localised soft landscaping. Activities associated with this use may have caused the land to become contaminated and therefore may give rise to potential risks to human health and the environment for the proposed end use. Consequently, risk assessment of the nature and extent of contamination will be required; with the need for any remediation being determined as part of this process. Should there be any importation of soils to develop the garden/landscaped areas of the development, or any site won recycled material, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction or recycling of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use. He requests the inclusion of relevant conditions and an informative statement in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with Policy 2.63 of the Cardiff Unitary Development Plan.

5.4 Trees:

Notwithstanding the submitted illustrative master-plan and schematic drainage scheme, the default position at reserved matters stage will be that all built development, including service provision (in relation to roots) and highway infrastructure will be located outside of the following: -

- Retained 'A' and 'B' category tree Root Protection Areas (RPA) defined as polygons where asymmetric rooting patterns are likely and as circles where more uniform rooting is likely.
- Retained 'A' and 'B' category tree current and likely future branch spreads.
- Structural landscaping zones including all above and below ground growing space for new trees.

The applicants should apply special construction measures and other precautions such as 'hand-dig', 'no-dig', 'facilitation pruning', 'lateral reduction' and 'narrow bore piling' will be avoided by amendments to design at reserved matters stage, but that where overriding design considerations demonstrate that such measures cannot be avoided (i.e. the default position cannot under any circumstances be met without compromising the development as a whole), their application will be shown to have a negligible impact on tree health and structural integrity and evidence presented to show how potential contractions in root available soil volume can be compensated for elsewhere, contiguous with the RPA.

The applicants should state that at reserved matters stage, amendments to design will be proposed that prevent problems of gross shading and over-dominance by trees, and that where 'A' and 'B' category trees are implicated, the default position will be that the design of development will be amended rather than the tree removed, unsuitably pruned or otherwise compromised.

In relation to soils and landscaping it should be noted that notwithstanding the submitted illustrative proposals and planting palette, a detailed landscaping scheme will only be drawn up after the preparation of, and as informed by a Soil Resource Survey and Soil Resource Plan in accordance with the DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (2009). It should also be stated that one of the ambitions of the landscaping scheme will be to provide, through new planting, for an enhanced and sustainable tree population comprising a mixture of predominantly large, long-lived native and exotic species, well adapted to the predicted impacts of climate change. Included as part of this will be new tree lines bounding the North and South sides of Llantrisant Road, street trees bounding the primary access roads in the northern site and a continuous, enhanced tree belt following Bridge Road.

5.5 Waste Management

A site waste management plan should be implemented to reduce environmental impacts of construction waste, including reuse and recycling where possible, litter control, and cleansing. Refuse capacity for all properties should be made for contingent events such as inclement weather, allowing for general waste to be stored for a 14 day period.

Details of refuse storage provision will be required for the blocks of flats and will be expected to meet the Council's expectations. Access paths for collection should be at least 1.5 metres wide, clear of obstruction, of a smooth surface with no steps. Dropped kerbs should also be provided to ensure safe handling of bulk bins to the collection vehicle. Collection points should be shown on site plans, detailing where the refuse vehicle can stop safely to allow the emptying of the bins. Waste Management will not carry keys or access codes for bin storage areas; so doors to bin compounds will have to be left open/unlocked on collection day. All communal bins will be funded by the developer, they must meet the specifications determined by Cardiff Council and be purchased prior to the residents moving in. Future details will be required to clarify the person

responsible for keeping the communal bin compounds safe and clean, the general upkeep of the containers, the cleansing of the areas and the relocation (if needed) of the bins to their collection points.

Regarding refuse vehicles, tracking diagrams will be required to ensure accessibility around the site, allowing vehicles to enter and exit in a forward gear. All road surfacing must have suitable foundations to withstand the weight of a refuse collection vehicle (27 tonnes). Block paving is not appropriate as it can break/sink over time, particularly where vehicles are manoeuvring. Parking restrictions should be enforced throughout the site to ensure the refuse vehicles can enter and exit the site, and be able to stop at the collection points. Confirmation of which roads are to be adopted, and, if un-adopted, should be up to an adoptable standard to ensure the safe movement of vehicles. Access to the site must be large enough for a refuse vehicle, a single access road will not be appropriate

The following refuse requirements should be accommodated for every 10 flats/apartments sharing a bin store: 1 x 1100 litre bin for general waste, 1 x 1100 litre bin for recycling, 1 x 240 litre bin for food waste, 1 x 240 litre bin for garden waste (where necessary) and storage space for bulky reusable/recyclable items in each block of flats. Every household should be able to accommodate 1 x 140 litre bin for general waste, 1 x 240 litre bin for garden waste, 1 x 25 litre kerbside caddie for food waste and space for dry recycling.

5.5 Ecology

The Council's Ecologist has reviewed the Biodiversity Mitigation Strategy (BMS) and Bat Roost Assessment accompanying the application. Concerning the BMS he notes that the document appears to be based upon ecological surveys dating from 2013. He has not seen a report of these surveys nor are detailed results provided with the BMS. However, he considers that paragraph 1.4 of the BMS to the effect that the most significant biodiversity feature of the site is the presence of bats is likely to be accurate.

The Phase 1 Habitat Survey Map refers to 'tall ruderal vegetation', but this habitat type does not appear to be shown on the map. Similarly, paragraphs 2.2 and 4.4.2 refer to 'scrub', and 4.4.2 refers to 'rough grassland' but these habitat types are not shown on Phase 1 Map.

Bats are European Protected Species, and as such the impact of the proposed scheme upon these species should be established before consent is granted (PPW 5.5.11 and 5.5.12). In this instance, evidence of bats using buildings 8 and 10 was found by Cardiff Bat Group in 2013, although he does not have a report of that survey. However he notes that no bats were observed to emerge from or re-enter these buildings during the EDP 2014 survey. As acknowledged in the report on the latter survey, it was undertaken at a sub-optimal time of year, and he has concerns that not all aspects of all of the buildings were surveyed for emergence/re-entry. The report also acknowledges that bats shift their roosts from time to time and may return to a roost that they have previously vacated. It is important to note that a roost site retains protection under

Regulation 41 (1)(d) of the Habitats Regulations even if the bats are not present, so he agrees with the conclusions in paragraph 4.3.1 that an EPS licence may still be needed to allow demolition of buildings where bats have been present.

Despite these caveats, he sees no value in asking for further surveys before the application is determined, and instead the mitigation/compensation measures proposed in paragraph 4.3.5 of the DCE report and paragraphs 6.4 to 6.7 (inclusive) of the EDP report should be incorporated into a Bat Mitigation Strategy, secured by condition.

However, given that the above reports indicate that development of the site will not begin until 2018, he agrees that further surveys should be undertaken in the active season prior to demolition. This is because mobile species such as bats may readily colonise or recolonise buildings over time, and may be affected by demolition in the future, even if they were not present in 2014. If these future potential effects are not considered, the Council could be in breach of its statutory duty in respect of EPS. He recommends that these surveys are required by planning condition, using the template provided in section D.5.2 of BS42020 – the British Standard for Biodiversity and Development.

He agrees that more detailed surveys of trees which are to be felled or have major limbs removed, should be undertaken immediately prior to those works taking place. This is recommended in paragraph 4.3.7 of the DCE report and paragraph 6.4 of the EDP report. These surveys should be required by planning condition.

Concerning **reptiles** the discrepancies in the Phase 1 Habitats Map described above makes it difficult to assess the possible effects of this proposal upon reptiles, which may use these vegetation types, or at least the edges of them. Whilst he accepts that a reptile survey has not been undertaken on the basis of assumed presence of a low population, an accurate map of the habitats suitable for reptiles would have aided an assessment of the potential impact upon them. Plan 3, the 'Pre-construction mitigation' plan, shows a hatched area for 'Reptile Mitigation' in the northeast of the site. He presumes that this is intended as a receptor site for translocated/displaced reptiles. However, this area is mixed plantation woodland at the moment, and would be built on if construction went ahead. Neither scenario is suitable for a reptile receptor site. Therefore, a Reptile Mitigation Strategy should be required by condition to address these concerns.

Although a specific **nesting bird** survey was not undertaken, the trees and buildings on site are likely to support nesting birds. Works to these trees and buildings may cause harm to bird nests, which are protected under the Wildlife and Countryside Act. A relevant condition should be attached to any permission.

In accordance with the **Pollinator Action Plan for Wales**, every effort should be made to allow wildflowers to develop on roadside verges, parks, attenuation basins, and any other greenspaces. The design of these areas should allow

wherever possible for access for 'cut and lift' machinery, as cutting wildflower areas at an appropriate time of year, and removing the arisings, can be important in maintaining these areas.

The proposal would entail loss of potential nesting / roosting habitat for birds and bats, among others. He recommends that this be compensated for by the introduction of new nesting / roosting opportunities. Specifically, nesting/roosting opportunities should be built in to new build, in accordance with the advice given in the TCPA's '*Biodiversity Positive: Eco-towns Biodiversity Worksheet 2009*', and in the Bat Conservation Trust's '*Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build 2010*'. i.e.

Potentially appropriate species	Recommended number of roosts/nest sites
Crevice dwelling bats	1 in 20 structures
Bats requiring flight space	1 in 5 public buildings (non-residential)
Horseshoe bats	1 in 5 public buildings (non-residential)
Swifts	1 in 20 buildings
House martins	1 in 50 buildings
House sparrows	1 in 40 buildings
Starlings	1 in 100 buildings
Swallows	1 in 50 buildings
Barn owls	2 per medium-size development; 3 per large development
Peregrine	1 per medium-size development; 2 per large development

As a general principle, survey work which is more than 2 years old will be regarded with caution, as certain species may colonise or leave an area in the interim period. This is particularly the case with mobile species such as bats, and bat surveys greater than 2 years old will have to be repeated. The suggested planning condition in relation to bats above should address this issue, but he would not insist upon repeat surveys for any other species or habitats in this instance.

These comments contribute to this Authority's discharge of its duties under Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006, wherein: (1) Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. (3) Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat.

5.6 **Pollution Control (Noise & Air)**, has considered the submitted Air Quality Assessment and the Transport Statement. Concerning air quality, on 1st April 2013 the Council declared an Air Quality Management Area (AQMA) in Llandaff. The AQMA was declared in respect of the annual mean concentration

of nitrogen dioxide which had been measured to be above the health-based National Air Quality Standard.

He advises that nitrogen dioxide is largely a secondary pollutant and, in this case, the precursor source is emissions from road traffic. Generally, in Cardiff, localised air quality issues are most likely close to roads where there are relatively high daily average traffic flows, vehicles queuing for significant periods each day and buildings close to the highway to hinder dispersion. Measurements of the annual mean concentration of nitrogen dioxide within the AQMA in 2013 and 2014 have shown marginal compliance with the National Air Quality Standard but concerns remain long term and monitoring will continue for the foreseeable future.

Traffic measurements were undertaken in Llandaff both in and out of school-term time for the Council's 2013 Further Assessment of Air Quality within the AQMA which confirm the information contained in the Transport Statement in that the Llantrisant Road/Bridge Road/Cardiff Road junction at the Heathcock roundabout is at capacity for eastbound traffic. They suspect that the difference between in-term and out-of-term situation is longer peak-hour queues on Llantrisant Road and Bridge Road, particularly during the morning peak.

He is content that the Air Quality Assessment has been carried out satisfactorily however he notes that the Transport Statement refers to the proposed new development as a "source" rather than a "destination" for road traffic. He is of the view that, whilst this may be the case when considering morning peak traffic, the residential nature of the proposed development will mean that it will be a "destination" for evening peak traffic. He is therefore concerned that vehicles turning right from the west-bound carriageway of Llantrisant Road into the northern part of the development may cause queuing back into the AQMA during the evening traffic peak. He therefore recommends that, should consent be granted, adequate provision be required for vehicles turning right such that westbound traffic-flow is not impeded during the evening peak period.

- 5.7 The Council's **Access Officer** has been consulted and any comments received will be reported to Committee.
- 5.8 Neighbourhood **Regeneration** consider that the developer's proposed contribution of £260,320 towards community facilities is consistent with the SPG, subject to a clause in the Section 106 Agreement to ensure that the contribution reflects the final number of dwellings on the site.
- 5.9 The **Operational Manager, Drainage Division**, has been consulted and any comments will be reported to Committee.
- 5.10 The **Chief Schools Officer** advises that the proposed contribution of £479,125 is consistent with their expectations for a development of this size and type.
- 5.11 **Parks & Sport** advise that the layout provided shows the provision of on-site open space provision in the form of linear corridors and squares. He has

assessed the on-site provision to be 1.04Ha of useable recreational open space that meets the minimum standards set out in the Open Space SPG and 0.25ha of incidental amenity space. Based on the details submitted and the additional information on house types and habitable rooms the development would generate a requirement for 1.549ha of open space leaving a shortfall of 0.508ha for which an off-site financial contribution would be requested.

To the North of Llantrisant Road, whilst the main square is smaller than the 0.2 ha minimum size it does form an important focus within the site, is closely linked to the linear space and is intended to incorporate play features allowing its inclusion as recreational open space. Increasing the overall size of this central space to at least 0.2ha, preferably larger, should be considered a priority to provide a better setting for the existing trees, and more space to incorporate informal play provision. Despite the indication of shared surface and no fencing around the space the location of what appear to be parking bays around the perimeter will effectively segregate the central green space from the wider square. Consideration of concentrating parking around the outer perimeter of the square will help to improve the integration of the space and the overall sense of a shared space.

The existing tree shown in the northeast corner of the square appears to be centred on the kerb line between the shared surface and green space. Sufficient space is required around this tree to accommodate the buttress roots and avoid disturbance of the root plate during construction and to prevent damage of finished surfaces caused by continuing root growth. This principle should apply to all existing and proposed trees. There is reference to informal play provision in this space. Early engagement of an artist in development of the open space design and art strategy for the development would be beneficial as proposals for play sculpture, and site features which interpret the history of the site and can be used for play can be developed as an integral part of the overall design strategy for the built environment and open space. It is important that any brief for an artist's engagement on the development includes reference to the open spaces and play features.

He welcomes the inclusion of a footpath link through the linear space adjacent to Bridge Road, giving it a useful function. He would suggest that this be extended to the east across the front of the Crescent and linked to the existing access off Bridge Road. However, no levels are provided for the existing site and the various features around and through this space and he has concerns that given the constraints imposed by this steeply sloping site and the existing trees it will not be practical to construct the path as shown. Detailed sections and level information should be provided to confirm the viability of the proposal. If it proves impossible to construct the path without having significant detrimental effect on the retained trees then the classification of this area as recreational open space is called into question, affecting the total overall on-site provision. He has not seen any reference to the proposals for treatment of the boundary of the site with Bridge Road or details of the proposed access points to the footpath network off Bridge Road and detailed proposals for these will need to be provided as part of a reserved matters application.

The spaces along the frontage of Llantrisant Road and around the Crescent flats are considered as incidental open space and have not been included in the recreational open space calculation.

Concerning the square to the south of Llantrisant Road, it is not clear from the information provided whether this area overlies undercroft parking or if it is at ground level. The indication of an access road up to the flats suggests undercroft parking but the extent and impact on the open space shown is unclear. He requests confirmation of the design constraints affecting this area is required to confirm whether the proposed design is achievable. He questions whether consideration has been given to altering the road layout to link the 1st isolated incidental open space with the southern square to combine the two and create a more meaningful piece of open space.

Whilst the linear open spaces on the south site create a very pleasant movement corridor into the development they are all below the SPG minimum size of 0.2 ha for an area of recreational open space and have not been considered to be of sufficient size to be classed as recreational open space and are therefore considered as incidental amenity open space and excluded from the recreational open space calculation. The meandering paths separate from the roads create a pleasant environment but he considers that more could be done to enhance the sense of shared space at the points where the paths cross the roads possibly through further differentiation in the shared surface.

He considers that an indication of existing and proposed crossing points on Llantrisant Road would be helpful in determining whether the footpaths within the open spaces should link out onto Llantrisant Road. Some of the detailed layout information conflicts with the indicated positions of existing trees, suggesting trees would be irreparably damaged during construction or will require removal to facilitate construction. If there is insufficient space between existing/proposed trees and adjacent hard surfaces these surfaces will be damaged by future root growth. Detailed drawings indicating how this issue will be addressed are required.

Information on the below ground services is required to determine whether the proposed landscape treatments and tree planting shown on the illustrative master plan are achievable. He supports the tree officer's comments in relation to the impact of the development on the existing trees and welcome his suggestions in relation to proposed species suitable for the development. Detailed plans, drawings, sections, specifications and schedules for the design of hard and soft landscape elements are required for all the areas of open spaces which address the concerns raised.

The Council's Supplementary Planning Guidance - Open Space requires provision of a satisfactory level and standard of open space on all new housing developments, or an off-site contribution towards existing open space for smaller scale developments where new on-site provision is not applicable or there is a shortfall of on-site provision. An initial assessment of the on-site provision has identified a shortfall of public open space therefore the developers will be required to make a financial contribution towards the

provision of open space off-site, for the improvement (including design and maintenance) of existing open space in the locality.

Based on the information given, and the further clarification of the house types and habitable rooms, the assessment of the on-site open space and allowing for an occupancy rate of 637.38, the contribution will be £205,304. This figure is based on the SPG POS contribution figure in use at the time the application was registered. Subsequent reserved matter applications will be calculated with the POS contribution applicable at the time of application. In the event that the Council is minded to approve the application, it will be necessary for the applicant and the Council to enter into a Section 106 Agreement to secure payment of the contribution.

6. **EXTERNAL CONSULTEES RESPONSES**

- 6.1 **Welsh Water** acknowledges that the current site connects surface water to the public sewer and this has a positive outfall to the river a short distance away. However they have asked for percolation tests to confirm that sustainable measures cannot be incorporated. They understand this is not possible until the applicant obtains the site and it is cleared therefore they recommend conditions.
- 6.2 **Glamorgan Gwent Archaeological Trust** considers that the proposals will require mitigation. They advise that the submitted desk based assessment has been undertaken to an agreed methodology and meets the ClfA standards and guidance. The assessment notes that whilst there is evidence of Roman and Medieval activity in the area the changes to land use, particularly over the last century, have significantly affected the potential for remains to be encountered during the proposed development. Broadcasting House itself is of significance both as a purpose built, modernist building complex and is also of cultural significance. The Tŷ Oldfield complex is deemed to be of less character and significance but the area is associated with the Grade II Lodge (Former Lodge to Rookwood House) and the setting of this must be safeguarded within the development.
- 6.3 They agree with the conclusions of the assessment and recommend that a condition ensuring that an appropriate record of the buildings is made should be attached to any planning consent that is granted. Following the advice contained in Planning Policy Wales, 2014, Chapter 6, they therefore recommend that a suitably qualified archaeologist should make a record of the structure both by the means of a drawn and photographic record, prior to any work commencing on site. They envisage this survey to be undertaken to a Level III standard for the Broadcasting House complex and Level II for the Tŷ Oldfield Complex (Historic England 'Understanding *Historic Buildings: A Guide to Good Recording Practice*' (English Heritage) 2006). The completed record should then be deposited in a suitable repository such as the Historic Environment Record and the Glamorgan County Record Office so that it can be accessed by future historians.

6.4 In order to ensure that the work is undertaken they recommend that a condition based on the model suggested by the Association of Local Government Archaeological Officers in their document *Analysis and Recording for the Conservation and Control of Works to Historic Buildings* should be attached to any planning consent.

6.5 **Natural Resources Wales (Ecology)**

We note the reports which accompany the application consider the buildings offer low potential to be used by bats. We further note your observations about the significant delay between any likely consent and re-development of the site. We agree and advise in such circumstances there would be a need to undertake repeat surveys of both buildings and trees prior to development to ensure the bat's use of the site remained as previously understood. We advise these should be secured by condition, be site-wide and not limited to specific parts of the site should the development be taken forward in phases.

Therefore, in this instance, should you be minded to consent the application, we advise conditions are applied to ensure the following:

- The submission of an Ecological Mitigation Strategy (EMS) to the satisfaction of the LPA, to be based upon the mitigation measures set out in paragraph 4.3.5 of the David Clements Ecology Report (March 2015) and paragraphs 6.3 to 6.7 (inclusive) of the EDP Bat Roost Assessment (March 2015). To be implemented as agreed;
- Updated Bat Surveys to be carried out prior to development commencing. The results of these surveys should be used to inform an assessment of impacts and, if appropriate, a revised scheme of mitigation. The scope of the surveys is to be agreed with your Authority prior to commencement. An assessment of impacts and scheme of mitigation to be revised as necessary in light of the additional survey information, to be submitted, prior to development commencing and implemented as agreed. We advise these surveys are undertaken in accordance with national guidelines. Our previous comments about the timing of activity surveys remain and repeat surveys should be carried out between mid-May and mid-August.

6.6 **CADW** has provided an assessment of likely impact that the proposal will have on scheduled monuments or registered historic parks and gardens. Planning Policy Wales (PPW) explains that the desirability of preserving an ancient monument and its setting is a material consideration in determining a planning application whether that monument is scheduled or not. Furthermore, PPW explains that where nationally archaeological remains, whether scheduled or not, and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical preservation in situ. Paragraph 17 of Circular 60/96, *Planning and the Historic Environment: Archaeology*, elaborates by explaining that this means a presumption against proposals which would involve significant alteration or cause damage, or which would have a significant impact on the setting of visible remains. PPW also explains that local authorities should protect parks and gardens and their

settings included in the first part of the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales.

- 6.7 They advise that the proposed development is located within 1km of the scheduled ancient monuments known as Llandaff Cathedral Bell Tower (GM013), Old Bishop's Palace, Llandaff (GM073), and Cross in Llandaff Cathedral (GM 115). Views between the above designated monuments and the application area are blocked by the existing buildings of Llandaff and therefore there will be no impact on their settings.
- 6.8 This proposal also lies within the historic park and garden known as "PGW (Gm) 28 Rookwood Hospital", which is included in the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales. The southern development area, to the south of Llantrisant Road, lies adjacent to the grade II registered historic park and garden at Rookwood Hospital. Views of the proposed development from the registered area are obscured by mature trees and vegetation along the northern boundary of the registered area. The grounds at Rookwood were originally more extensive, extending to Llantrisant Road to the north and being ornamented with trees. A drive ran from the house north-westwards to the entrance and lodge on Llantrisant Road. The lodge (North Lodge) is located just outside of the development area. According to the supporting documents (Landscape Strategy) the proposed development intends to integrate as many of the existing mature trees as possible into the scheme, which is welcomed.
- 6.9 There may be other unscheduled monuments in the area, and they recommend that the Historic Environment Record (formerly known as the Local Sites and Monuments Record) held by the Glamorgan Gwent Archaeological Trust is consulted.
- 6.10 **CADW**, by letter dated 19th May 2015 copied to the Council, confirms that the Welsh Ministers certify that they do not intend to list the buildings at BBC Broadcasting House, and provides a Certificate of Immunity from listing under section 6 of the Planning (Listed Buildings and Conservation Areas) Act 1990. They advise that the issue of listing was extensively considered in 2014 and they consider that there is no reasonable basis to review the decision taken by the then Minister for Culture and Sport. There is no new evidence that would reasonably warrant a re-examination of the case and the Welsh Ministers are satisfied that the principal material concerning the special architectural or historic interest of the buildings has previously been taken into account.
- 6.11 The **South Wales Fire and Rescue Service** advises that the developer should consider the need for the provision of adequate water supplies on the site for firefighting purposes and access for emergency firefighting appliances.
- 6.12 **South Wales Police Crime Prevention Design Advisor** considers that application has put a great deal of thought into the proposed layout regarding security and community safety by following the principles of 'Secured by Design'.

- 6.13 The proposed development is located in the Local Authority Ward of Llandaff. During the period between May 2014 and May 2015 there were 1484 incidents reported to South Wales Police in the Llandaff area. Over that same period there were 102 incidents reported to South Wales Police in the vicinity of the development. These include nine thefts, five burglaries, three incidents of anti-social behaviour one criminal damage one drug offence and a violent incident.
- 6.14 They would welcome the opportunity for detailed consultation with the developers to explore opportunities for designing out crime prior to any decisions being made. In view of this South Wales Police would recommend the following principles are adopted by developers in terms of design and layout:
- (i) Lighting on all roads, pavements and parking areas should comply with BS 5489-1-2003;
 - (ii) All homes are provided with defensible space to front;
 - (iii) All parking areas are to be overlooked and where possible on plot. Any large parking areas should be gated;
 - (iv) All road access in residential areas are designed to ensure that maximum vehicle speeds are no more than 20mph;
 - (v) All pedestrian routes are well overlooked and where routed through public open space parkland are at least 3m wide with a 2m grass strip each side and where possible routes are straight and avoid sharp turns;
 - (vi) Excessive permeability should be avoided with too many entrances into the site. Adequate links should be designed safe with high levels of surveillance and good lighting;
 - (vii) Public Open Spaces, particularly play areas should be well overlooked by dwellings.
 - (viii) Buildings are designed with security in mind with secure rear gardens with 1.8m secure walling and fencing and 2.1m where boundaries adjoin public footpaths or public open space;
 - (ix) Buildings are designed with all doors and ground floor windows meeting PAS 24 2012 or equivalent security standards;
 - (x) All Communal entrances to apartments should have an electronic lock release door entry access control and entry phone / video link to each apartment.
 - (xi) All buildings are designed to have external service meters
 - (xii) Secure bicycle storage should be provided to apartment blocks.
 - (xiii) All affordable/social housing and Welsh Government funded projects are required to meet Secured by Design standards, it is recommended that liaison for Secured by Design is undertaken with the police prior to any detailed planning approval. South Wales Police would recommend that the whole of the development is built to Secured by Design standards
- 6.15 In view of the Council's statutory obligations under S17 of the Crime and Disorder Act, they request that consideration be given to make items 1 to 13

conditions of any approval for the development to ensure that these issues are taken full account of in any detailed proposals.

6.16 **Cardiff & Vale Health Board** refers to a potential increase in population of up to 920 individuals as a result of the proposals (2.3 per household). When combined with the Strategic Sites in North West Cardiff, this rises to a potential of 16,767 individuals. The Board is responsible for the provision of local primary care services (GP practices, dentists, optometrists and community pharmacists) and the running of hospitals, health centres and community health teams. They quote Chapter 12 of Planning Policy Wales, the Open Space Supplementary Planning Guidance (2008) and Policies KP4, K14, C3, C4, C5, C6 and C7 of the deposit Local Development Plan (LDP) as the relevant planning policy framework. They make the following comments:

- (i) In respect of Primary Care (doctors, dentists, pharmacists, optometrists), the proposals are near the North West Strategic Site and require consideration together with other applications in order to respond to the capacity problems associated with the overall plans for the area. Their preferred requirement would be for any developer support or contribution (in the form of a building and/or Community Infrastructure Levy/S106 Agreement) to be utilised to provide for a new large scale GP/Health Centre within a shared use facility that would cater for the overall population growth in the area;
- (ii) Regarding Community and Intermediate Care, which includes care in people's homes, community clinics and school nursing, their preferred requirement would be for any developer contribution to be utilised for a new large scale GP/Health Centre within a shared use facility that would cater for the primary, community and dental care needs of the population and that is able to provide building space for local community and nursing staff;
- (iii) They consider that the development together with the overall North West Strategic Site will have an impact on the UHB's hospital facilities and services i.e. its Secondary Care (emergency and scheduled hospital treatment and mental health care);
- (iv) They welcome the provision of a permeable development which provides walking and cycling and active travel options. They recommend that the pedestrian is further prioritised throughout the development, 20mph zones are introduced to cover the entire development and methods to reduce and control traffic speed (signage, road materials, design, layout, shared surfaces etc) are used across the development, not just within the Square. They consider that there is an opportunity to implement Car-Free Zones (LDP para 5.224 page 143) in this development;
- (v) They note the application proposes access to a variety of green open spaces and shared areas. Green spaces have been associated with a decrease in health complaints, blood pressure and cholesterol, improved mental health and reduced stress levels, and perceived better general health. They recommend that open space is provided within the development in accordance with the Council's Open Space SPG.

6.17 The **Welsh Historic Gardens Trust** has been consulted. Any comments received will be reported to Committee

6.18 **Garden History Society** has been consulted. Any comments received will be reported to Committee.

7. **REPRESENTATIONS**

7.1 **Local Members** have been consulted. Any responses received will be reported to Committee.

7.2 **Eluned Parrot AM** urges the Planning Committee to reject the proposals, and objects for the following reasons:

- (i) She supports the concern of local residents that the proposals represent a significant overdevelopment of the site with buildings of a scale and design that is out of character with the surrounding local area;
- (ii) Transport concerns have not been adequately addressed. In submissions to the deposit LDP, she noted that arterial roads in the northwest of the city are already over-burdened and congested. She noted that the suggested solution of reintroducing the disused rail line for trains/trams in the West is unlikely to be delivered during the life of the Plan and the proposed establishment of rapid transit corridors to serve the North West lack credible detail. These points are equally valid for these proposals which are likely to cause a significant increase in traffic and congestion. Without addressing the already inadequate transport infrastructure, she fails to see how a development on this scale can be approved; and
- (iii) Local services such as schools, GPs and dentists are all currently oversubscribed. The increased demand of the residents of up to 400 new homes is likely to significantly add to this problem to the detriment of existing local residents.

7.3 **Leanne Wood AM** has been contacted by a number of her constituents who have a number of concerns regarding the proposed redevelopment, including the potential increase of traffic, and the effect on roosting bats. She considers that the area is already blighted by significant congestion, and the current road network is unlikely to have the capacity to accommodate a potential 400+ extra cars accessing it at this point. She requested further details of the Traffic Survey information, queried whether any upgrades to the road network are proposed, expressed concern regarding the health risks of additional exhaust emissions (particularly for children walking to school), and sought clarity on whether provisions had been made for the protection of roosting bats.

7.4 The proposals were publicised by press and 8 no. site notices on 30th April 2015 as a major development which may affect the character and appearance of a conservation area and the setting of a listed building.

7.5 Neighbouring occupiers have been consulted. Approximately 26 objections have been received comprising unaddressed emails together with letters,

emails and online comments from the occupiers of 6 Whitehall, 14 Greenwood, 35 Riversdale, 15 Highfields, 19 Llantrisant Rise, 2 Llantrisant Road, 12, 18 Gillian Road, 9 Llandaff Chase, 2 The Avenue, 1, 11 Bridge Road, 13 Javan Close, Llandaff, 134 Pencisely Road, Canton, 18 Chamberlain Road, Llandaff North, 41 Spring Grove, Thornhill, 115 Fairwater Grove West, Fairwater, 7 Coryton Crescent, Whitchurch and 1 Ty Parc Close, Radyr. Their reasons for objecting are summarised as follows:

- (i) Existing highway congestion and safety issues – Traffic is terrible at rush hour and during match/event days and the junction/roundabout between Llantrisant Road and Bridge Road is a safety hazard. The boundary wall of 1 Bridge Road was demolished in 2013 by a vehicle. Vehicles also regularly mount kerbs. As a solution it is recommended the proposals include a properly designed short highway section through the site;
- (ii) The AQMA/Traffic – Pollution Control Officers have advised residents that current air quality levels are just achieving the legal limits although the AQMA remains due to potential future development in Cardiff West;
- (iii) The applicant has vastly under-estimated the increase in number of cars. 2 cars per property is realistic;
- (iv) Density exceeds the desired normal figure of 30 per Ha, nearing 60 per Ha, and is unsuitable for the Llandaff area. The price the BBC will receive for this land to finance the move to the City Centre should not cause Llandaff to suffer;
- (v) Large flats and 6 storey buildings do not fit in with the area, which is on the boundary of the Conservation Area. The Cathedral is significant enough as a landmark building and another is not needed;
- (vi) Exact height of the landmark building is unclear. It will be an eyesore and will result in loss of views from neighbouring properties. If it is to be included, it should be sited on the site of the existing building so the status quo is maintained;
- (vii) Open courtyard areas are of no benefit to people outside the site, they should be relocated to the outer edge of the sites to benefit the community;
- (viii) Houses should not be sold to people outside the area who may be unaware of the local traffic problems;
- (ix) Close proximity to Conservation Area results in significant impact upon local character and setting to the detriment of visual amenity and character. Proposals do not consider or respect protection or enhancement of local identity;
- (x) Proposals fail to meet specific transport guidance in Planning Policy Wales 8.1.4, 8.7.1, Technical Advice Note 18, deposit LDP Policy KP8, T5, T6 and the Llandaff AQMA relating to traffic impacts and sustainable development, specifically the guidance to achieve a 50:50 modal split. No details of public transport or infrastructure provision to manage traffic is included. Air Quality issues which will increase by the development have not been addressed;
- (xi) The Transport Assessment accompanying the application is disputed, particularly Table 1, paras 3.29, 5.5, 6.5, 6.6, 6.14,

- 6.18-6.19, 7.1, Table 11, 7.3 and 7.7. The TA fails to consider the impacts of major developments in the northwest included in the LDP;
- (xii) Concerns regarding future of boundary wall to 11 Bridge Road. Occupier would object to a higher wall with a resulting loss of light. Requests that officers should visit the property to appreciate the relationship;
 - (xiii) Recommends the existing access/egress to Broadcasting House be retained, the introduction of 'yellow boxes' at junctions and egress from Broadcasting House be re-located opposite the South site access;
 - (xiv) Flats overlooking existing neighbouring gardens would be inappropriate result in a loss of privacy;
 - (xv) Existing mature trees should be retained not removed;
 - (xvi) Would oppose any vehicular entrance to Llandaff Chase;
 - (xvii) Opposes three-storey dwellings adjacent to Gillian Road. Two-storey development is more appropriate;
 - (xviii) Distances between new houses and existing houses should exceed minimum requirement to ensure privacy and noise is protected;
 - (xix) Church in Wales Primary and Welsh Primary Schools in the vicinity are full to capacity;
 - (xx) New bus lane on Llantrisant Road and parking restrictions has exacerbated problems on neighbouring side roads;
 - (xxi) Disagrees with applicant's assertion that traffic problems would be reduced;
 - (xxii) No provision for a health care facility – doctors and dentists in the area are working to capacity and are oversubscribed. Consideration should be given to a community hub on the site;
 - (xxiii) Residents pay the highest Council Tax in Cardiff which should be reflected in their surroundings;
 - (xxiv) Depreciation in property values;
 - (xxv) The Air Quality Assessment does not assess the environmental impact – the main congestion point has been completely ignored;
 - (xxvi) It is unrealistic to suggest the development will reduce traffic volumes;
 - (xxvii) Heavy construction vehicles and site deliveries should not be permitted during peak hours;
 - (xxviii) The gardens, entrance and surrounding trees of the Grade II Listed Lodge are part of the essential setting of this building and would need to be safeguarded and retained as part of any development;
 - (xxix) Any changes to this recommendation would be totally unacceptable to a City that relies heavily on its preservation and character;
 - (xxx) There is no gain for the local community e.g. no playgrounds for children;
 - (xxxi) It would be illegal for the Council to allow the current traffic congestion to worsen because the Council has a statutory duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network by either (a) the more efficient use of their road network; or (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network;

- (xxxii) Employment uses should be given consideration on the site to reduce traffic;
- (xxxiii) Layout does not consider orientation and safety principles;
- (xxxiv) Removal of traffic lights and create roundabout at junction of Cardiff Road/Fairwater Road;
- (xxxv) Insole estate will become a cut-through where roads are narrow and children play;
- (xxxvi) The development of Rookwood Hospital will bring more houses and more traffic;
- (xxxvii) Proposals contain no necessary infrastructure improvements;
- (xxxviii) Scale of development is too great
- (xxxix) Building heights and design are completely out of character with the local area.
- (xl) The proposed development appears to be in clear breach of Council policy T6, which states that development will not be permitted where it would cause unacceptable harm to the safe and efficient operation of the surrounding transport network.
- (xli) In producing their traffic projections, Acstro have chosen to use national TRICS data for the proportion of journeys undertaken by vehicle drivers, rather than more accurate and relevant data from the Llandaff traffic survey of 2011.
- (xlii) Acstro's traffic survey of the existing vehicle flows at the BBC site was based on just a single day's data – surely a totally inadequate sample size on which to base their findings to support the developer's planning application.
- (xliii) The recent introduction of a bus lane on Llantrisant Road and accompanying adjustments to the road layout have affected traffic flows in the area and renders the minimal data collected by Acstro as obsolete.
- (xliv) The developer's attempts to compare a current site which attracts traffic away from the congested centre in the mornings and returns it to the Centre along relatively quiet roads in the evenings and replace it with a large, densely populated housing development that would do the opposite (i.e. ADD to the already vastly overcrowded morning traffic flows towards Llandaff and the City Centre and away from there in the evening rush) would have a catastrophic effect on the already significant traffic problems in the area and for this reason alone the proposed development should be refused.
- (xlv) Acstro's report contains a fundamental error in that the wrong TRICS filtering criteria appears to have been used (paragraph 6.14) for the size of the proposed development under consideration. Such a basic error surely casts doubt over the credibility of Acstro's data analysis and the conclusions contained within their report. Please bear in mind that all of the risk in respect of this traffic assessment lies not with Acstro, nor with Taylor Wimpey but with us, the residents of the surrounding areas who will have to live with the consequences of their mistakes and misjudgements should planning consent be granted for this unwelcome and ill-advised scheme.

7.6 The **Llandaff Conservation Group** accepts that re-development of some form is inevitable on the site and makes the following comments:

- (i) both parts of the BBC site (“Baynton” and “Tŷ Oldfield”) are important and highly visible on two major radial routes within the City;
- (ii) both parts form transitional areas between the distinctive, compact and attractive Llandaff Conservation Area and (a) the lush green Taff River Corridor along the frontage with Bridge Road, and (b) the suburban scale of Highfields, and the parkland settings of Rookwood and the Bishop of Llandaff School on either side of Llantrisant Road;
- (iii) retaining a degree of “set back” frontage features and service roads on both sites of Llantrisant Road is welcomed;
- (iv) whilst one existing block near the centre of the Baynton site is tall, it appears illogical that the 6 storey crescent blocks of apartments proposed are located at one edge of the site close to, dominating, and overshadowing the adjacent group of 2 storey Victorian houses. Indicative building heights and massing elsewhere are generally acceptable, but much more design thought needs to be given to the Bridge Road frontage and to the crescent blocks which do not relate appropriately to the site itself, nor the adjacent Conservation Area;
- (v) the importance of the Taff Corridor needs to be emphasised by sympathetic design of the Bridge Road frontage of the Baynton site with “maintenance of lower densities to reflect the changing scale and (its) urban edge character”, and by planting to link with the significant tree belts along the River to complement the site’s remaining mature trees. This quote from the Council’s own Conservation Area Appraisal (CAA) should be included in the Committee report, and indeed the CAA should be appended to it;
- (vi) the amount of traffic generation, and thus traffic and environmental impact, has been underestimated. The current one-way system within the Baynton site works well. Creating 2 2-way junctions will create more turning movements throughout the day than the current flows which are mainly inbound in the AM peak, out-bound in the PM peak flows;
- (vii) there is a need to respect the Tŷ Oldfield boundary with Rookwood by careful location of buildings, a maximum height of 2 storeys along the ridge line, avoiding adverse impacts on Rookwood House, its garden, woodland and listed 17th Century Gothic Summerhouse, providing pedestrian and cycle links to a possible new Surgery within Rookwood (to replace the overcrowded one in High Street), and to the important community hub and local park at Insole Court;
- (viii) consideration should be given to ways of improving the Bridge Road/Llantrisant Road junction, possibly by introduction of a link across the Baynton site, with pedestrian crossing facilities to cater for the hundreds of students, schoolchildren and adults who risk injury or death by crossing these heavily trafficked roads daily - hardly in line with Council/Welsh Government policy to promote “active travel”;
- (ix) the poor quality TW development with no community facilities at Radyr Sidings gives little confidence that the rhetoric in the Design and Access Statement will be adhered to in the final product, so there is a need for robust S106 and S278 (Highways) negotiations to secure quality

buildings which integrate on-site, design-neutral, affordable housing, mitigates transport and air pollution impacts, and mitigates lack of community facilities and public open space - which should meet the standard required for the development's own needs as well as go some way to making up the 20ha deficiency in Llandaff as a whole;

- (x) the Conservation Group requests that the S106 agreement should include developer contributions to Insole Court, Bishop's Palace and Bell Tower, which are community assets of value to future residents of this site as well as to the existing community. All these buildings are publicly owned and require substantial conservation and repair. This work will help to retain the unique character of the "City within a City" with its outstanding collection of historic buildings from which the proposed development will gain kudos.

7.7 The **Cardiff Civic Society** is strongly of the view that a major opportunity to improve the city's transport links is in danger of being missed here. Through their involvement in the Cardiff Local Development Plan Examination hearings they are well aware of the Council's objective of securing a significant modal shift from the private car to public transport and other more sustainable forms of movement. They are aware that in this location the Council are currently constructing a bus lane to ease the movement of buses that will become ever more important as the plans for up to 10,000 new dwellings in this part of Cardiff are realised over the coming decade. They are also aware that the current junction between Bridge Road and Llantrisant Road is one of the worst in the city for traffic congestion at peak periods. Moreover those two roads meet at an acute angle making bus movements between them problematic if not impractical. A 'once in a lifetime opportunity' is presented by the BBC Llandaff development to make a bus link between Bridge Street and Llantrisant road that will improve existing bus journeys and more importantly open up the possibility for new routes across the city without the need to enter and exit the city centre. Not all of the traffic that clogs up these routes every morning is heading for the city centre. For drivers who are heading for other parts of Cardiff, the provision of public transport links to the city centre only will have little appeal, but they may be persuaded to take advantage of cross city bus routes utilising a Bridge Road / Llantrisant Road link. Fortunately, the sloping Llandaff site is at the same level as Bridge Road at its southern end making such a link a practical proposition. Moreover it could be a relatively simple component of a gyratory system utilising a left turn only junction to Bridge Road and a right turn only junction entering Llantrisant Road. There is currently a gap between the proposed 'Crescent' in the Taylor Wimpey scheme and existing buildings to the south so that the bus link could be put in with very little modification to the developers' plans. The developers should be required to provide this link as part of their development at no cost to the Council in order to contribute to mitigating the traffic congestion that their development will contribute to on this already congested area of the city. At the very least the land should be safeguarded and transferred to Council ownership so that such a link could be implemented in the future should the traffic congestion in this area eventually become intolerable, as seems likely until a metro system is provided to take the pressure off this route. Furthermore, they would like to add that the proposal to build up to 400 houses is an overdevelopment of the site,

while the six-storey apartment block proposal is inappropriate on the fringe of a Conservation Area.

7.8 The **Llandaff Society** considers that any development of these sites must enhance, rather than detract from, the quality of the landscape, townscape and community facilities in Llandaff. They object on the basis that the application fails to do so, due to:

- (i) unacceptable traffic, air quality and environmental impacts all of which will be more than estimated. The volume of traffic will impact on pollution and air quality, a particular concern because of the proximity of the Llandaff Air Quality Management Area and the known adverse health impacts of high levels of nitrous oxide (NO₂) and particulates (PM₁₀ and PM_{2.5}) which already exist in Llandaff;
- (ii) added traffic volume and further extension of the existing 2 hour peak periods;
- (iii) no solution for the existing overloaded junction between Llantrisant Road, Bridge Road and Cardiff Road which has very awkward geometry and is a road safety hazard for pedestrians because of the narrow pavements and lack of safe crossing points. They are convinced that the development will add to rather than decrease congestion on Llantrisant Road and the nearby junction on an unsafe, sub-standard alignment of two radial routes into the City. The assumptions on car ownership and usage are based on national averages and vastly understate the likely figures because most of these will be high value properties attracting relatively affluent occupiers with 2+ car ownership per household and high car usage. The estimates do not appear to take into account the large number of delivery vehicles likely to access these areas, which should be added to domestic trip generation to get figures very close to existing ones. They also contend that the flows will be more heavily peaked than the developers' consultants assume. Cars entering and exiting the sites will disrupt traffic flows on Llantrisant Road to a far higher level than assumed given that they will all have to use that road - rather than be divided at peak hours as now - because of the use of the main site access from Bridge Road;
- (iv) demands of the new residents on over-stretched transport, schools, health, education and community facilities;
- (v) lack of any community facilities or local employment opportunities on site apart from demolition and construction jobs. The applicant's site at Radyr Sidings is a monoculture of housing. There is no indication that development on the BBC sites will be any different, there being no employment, education, health or community uses proposed meaning that all residents have to leave the sites to access the - already overloaded - local facilities;
- (vi) insensitive design and massing of apartment blocks on (i) the south-eastern and (ii) south-western edges of the site which would adversely affect (i) the setting of the listed Rookwood House and listed Summerhouse, and (ii) be overbearing in relation to the 2 and 3 storey Victorian and Edwardian houses on Bridge Road;

- (vii) the alignment of houses along the bank above Bridge Road will result in awkwardly-shaped gardens, unattractive fencing and a missed opportunity for secure design with passive overlooking of the adjacent footpath;
- (viii) insufficient certainty of delivery **on site** of 20% affordable housing, and no indication of best practice (ie low cost, high eco standard, design neutral homes scattered across the 2 parts of the site);
- (ix) insufficient open space and landscaped areas - most of which are internal to the site and thus unlikely to be used by the wider community;
- (x) insufficient provision of sustainable surface water drainage;
- (xi) no mention of any S106 Planning Gain or S278 Highways Act contributions;
- (xii) Express concern that at reserved matters stages there will be an increase in the number of units, and that this application does not provide sufficient information for proper assessment of the environmental impact of the proposed number of units, leave alone a larger development.

7.9 The application seeks to minimise the impact of this major increase in housing on a site adjoining the Llandaff Conservation Area which is very much an integral part of the City and does not in any sense form the “edge” of Llandaff.

7.10 The transport statement does not include any assessment of cumulative impact of this development in addition to major Local Development Plan (LDP) allocations of 11,500 houses in North West Cardiff, applications for which have already been submitted to the Council. Llandaff Society made strong objections to the lack of transport and other infrastructure to support the scale of development proposed at the recent LDP Examination hearings. We await further public consultation on “Matters Arising Changes” and the Inspectors’ decision on whether the LDP is sustainable. In advance of that decision, this major application is premature. It does not deal appropriately with existing - let alone future - transport problems. In particular it does not include provision for the logical solution to the problematic road junction - a link between Llantrisant Road and Bridge Road that would allow safe passage of buses and other large vehicles, the Bridge Road/Cardiff Road junction to be closed, and improved facilities for pedestrians.

7.11 If a decision is made to approve the application, it must be subject to strictly enforced conditions to mitigate impacts e.g. working hours, noise, pollution control, vehicle movements, hazardous materials. They suggest that an enforcement mediation procedure involving local residents should be agreed in advance to deal on a day by day basis with any nuisance or enforcement issues arising during demolition and construction phases.

7.12 Any approval should also be subject to a S106 agreement to mitigate the effects of the development, including provision of a new road link between Llantrisant Road, affordable housing, contributions to rail and bus services, improvements to footpaths near the Rowing Club and the Cathedral, new footpaths to Fairwater Road, contributions to community facilities including

Insole Court, a new health care facility and repair and restoration of the Bishop's Palace.

- 7.13 They urge the Council to secure local references - site, building and street names - to the 50 year tenure of BBC Wales and to Tŷ Oldfield, as well as to other locally significant names.
- 7.14 The **North West Cardiff Group**, which comprises Radyr & Morganstown Community Council, St Fagans Community Council, Pentyrch Community Council, the Llandaff Society, the Radyr & Morganstown Association and Danescourt Community Association, supports the submissions of the Llandaff Society and the Cardiff Civic Society. They support the suggestion of a new road link through the site between the A4119 and Bridge Road as a solution to the dangerous and traffic-blocking current intersection. The Council intends to increase and use traffic congestion to force people to use public transport and other travel modes, however, Cardiff has a statutory duty to relieve congestion and may be breaking the law by pursuing a policy that creates it.

8. **ANALYSIS**

- 8.1 The key issues for the consideration of this application are the principle of redevelopment of the site for residential purposes, design, heritage, nature conservation and trees, transport, air and noise pollution, issues arising from third party representations, and heads of terms for a Section 106 Agreement.

Land Use Policy

- 8.2 The site falls within an existing business, industrial and warehousing area, as defined by the Local Plan Proposals Map. As an alternative use of such land, the application must be assessed against Structure Plan Policy E3, Local Plan Policy 36 and the Supplementary Planning Guidance "*Safeguarding Land for Business and Industry*" (2006).
- 8.3 This policy framework aims to ensure that a sufficient range, choice and quality of development opportunities are available for both indigenous businesses and inward investors and requires development proposals for the alternative use of employment land to be assessed against 2 main policy criteria:
- (i) Whether there is demand for business, industry or warehouse use on the application site and;
 - (ii) Whether there is a need to retain the land for business, industrial or warehouse use.
- 8.4 The applicants have produced a planning statement in support of their proposal which address this policy framework and concludes the following:
- (i) The BBC Broadcasting House site and all buildings on the north side of Llandaff Road are custom designed for television studios, TV and radio production and these facilities are being replaced in a new development within the city centre. As such the range of such facilities

within the city will not be reduced as a result of the proposals but will be improved through modern and up to date facilities provided as part of the new development.

- (ii) The remaining office buildings are dated and provide limited opportunities for modern refurbishment.
- (iii) A marketing exercise undertaken during Autumn 2013 by Lambert Smith Hampton to find an alternative user for the site attracted no interest from anyone wishing to occupy or redevelop the site for employment purposes and the location itself proved unattractive to the office market;
- (iv) In supply terms, there is estimated to be 11 million sq ft of total office stock in Cardiff and a vacancy rate of 10% (approximately 1.10 m sq ft vacant). Of the available supply, only 30,000 sq ft is provided in Grade A, the remainder being in poorer quality accommodation, similar to those currently provided on the application site.
- (v) The availability of Grade A office floorspace is being addressed by a number of new developments within the 140 acre Enterprise Zone. Schemes currently on site and planned around Cardiff Central Station, Callaghan Square and Capital Quarter have the potential to deliver over 1.5m sq ft of offices in a highly accessible and sustainable location. As such the application site is therefore unlikely to be seen as a viable location for speculative development for office space, as demonstrated by the marketing exercise.
- (vi) The existing office space requires extensive refurbishment to be attractive to occupiers and the viability of such an exercise is questionable given the offices are tailor made for a media operation and the availability of over 1 million sq ft of similar grade floorspace across the city.
- (vii) The loss of the BBC Broadcasting facilities and office space is therefore not considered to result in a harmful impact upon the range and choice of sites available for business use in the city given the range and choice of existing sites and the fact that replacement facilities are being provided in the city centre.

8.5 As part of the evidence gathering process to inform Cardiff's LDP, GVA Grimley was commissioned by Cardiff Council to undertake an employment land and commercial property strategy review. Although the deposit LDP carries little weight, the application site is no longer identified on the Proposals Map as existing employment land to be protected based on the recommendations of the study. The study concluded that the overall economic benefits to Cardiff of allowing the site to be redeveloped would outweigh those of insisting it should remain as employment land.

8.6 On balance, although the loss of employment sites should be resisted, the supporting statement has provided evidence to demonstrate that there is no market demand for the site from prospective office users and there is a wide range and choice of existing premises in the city. It is also noted that the development of the application site is predicated on a transfer of the BBC operations to a new site within the city centre and that the grant of the outline permission being sought is a significant factor in facilitating the proposed

relocation. This application for the redevelopment of the existing BBC site will assist in facilitating the BBC HQ project in the city centre which itself will act as a major catalyst in the regeneration of the city centre and will also result in significant job gains due to spin off effects. The regeneration opportunities and employment benefits that result are considered to be material considerations in the determination of this application.

Design Considerations

- 8.7 Whilst the application is made in outline with all matters except access reserved, the application is supported by a development framework plan highlighting the key design elements of the proposed layout, including access and movement into, within and through the site, landmark buildings, public open space, important vistas and landscaping. It is envisaged that this framework plan will inform the next stages of design.

Density/Quantum

- 8.8 The application seeks permission for up to 400 dwellings with densities varying through the site, depending on house type, to present an overall density for the site of approximately 50 dwellings per hectare.
- 8.9 Planning Policy Wales encourages the development of previously developed land and the efficient re-use of land where, appropriate. It is noted that the site is located in a sustainable location, well-served by public transport.
- 8.10 It is considered that the quantum of development proposed would generate an overall density for the site that will ensure that a suitable balance is struck between the efficient redevelopment of this brownfield site and the need to create an acceptable living environment for future residents.

Scale

- 8.11 The proposed Crescent apartment building on the Broadcasting House site and the proposed apartment block on Ty Oldfield would be up to six storeys in height. Building heights have been extensively discussed with the applicant throughout the pre-application process.
- 8.12 It is noted that the existing Broadcasting House is 6/7 storeys high and, due to its siting on higher ground, is a prominent building in the area. The Crescent building would be sited where no building currently exists in the lowest part of the site. It therefore has the potential to result in a high quality building which would create a landmark feature at the edge of the Llandaff Conservation Area. It is considered that a building of the scale proposed would be acceptable in this location and consideration of its detailed design at reserved matters stage would be important to ensure a high quality design is achieved.
- 8.13 The proposed apartments to the Ty Oldfield site would be located in the same position as the existing office building, albeit with an increase in height. An increase in height could be appropriate in this location, subject to the detailed

design which would be determined at reserved matters stage. The building would be elevated on higher ground above Llantrisant Road and presents an ideal opportunity for a high quality building to be created due to its prominence along the street frontage.

- 8.14 The remainder of the development would be a mix of two and three storey dwellings which are considered to be a suitable scale, particularly at the west end of the Broadcasting House site where it adjoins lower density two-storey residential development.

Place Making

- 8.15 The framework plan includes the creation of public squares on both sites to create key destinations within the site. The square to the north side acts as a focal point within the layout and will benefit from the retention of existing trees of significant height and stature. It is considered that this has the potential to create a strong sense of place with key views, particularly the approach from the southeast, that will be a positive feature to the development.
- 8.16 The apartment building to the south site would overlook a public square to the south, which would link to an open space corridor utilising existing trees to the west. Through careful detailed design, this square also has the potential to create a strong focal point for the development of the south site, being framed by new development to three sides.
- 8.17 It is recognised that the retention of existing trees, where possible, will assist in creating places of character, to the benefit of the development overall.

Permeability

- 8.18 The framework plan shows the potential for access and movement through the site for non-car users, with a new link created to the northwest corner, an enhanced pedestrian link across Bridge Road to the northeast, and a new pedestrian link to the existing footpath to the southwest of the Ty Oldfield site.
- 8.19 These new and enhanced linkages create the opportunity for a highly permeable site with improved connections that would benefit future occupiers and existing residents in the vicinity, particularly as the site in its current use is not accessible to the general public. Connectivity to the River Taff Corridor to the north, Llandaff village to the east and Insole Court to the south would be improved.
- 8.20 Movement through the site would occur along landscaping corridors which would benefit from the retention of existing trees of significant importance to create a pleasant environment for pedestrians and cyclists.

Heritage

Archaeology

- 8.21 In respect of Archaeology, the advice of the Glamorgan Gwent Archaeological Trust (GGAT) is noted in that they recommend a condition ensuring that an appropriate record of Broadcasting House is made in the event that planning

consent that is granted. It is noted that GGAT agree with the findings of the desk based assessment accompanying the application.

Listed Buildings

- 8.22 The former Rookwood Lodge, whilst being excluded from the application site, requires careful consideration to ensure its setting is not harmed by the neighbouring development. Although detailed matters are reserved for subsequent approval, the indicative plans accompanying the application demonstrate that the removal of existing buildings in the vicinity and the provision of a suitable buffer will enable improvements to the setting of this listed building.
- 8.23 The listed summerhouse and main building at Rookwood Hospital together with its grounds which form a registered historic garden, are screened from the development by mature trees which provide a dense cover to the southern application boundary. It is considered that a suitable buffer can be created along this boundary to ensure that the setting of the listed buildings and historic park can be given suitable protection.
- 8.24 The Heathcock Public House is sited further away from the application site and is separated from the application site by the junction of Bridge Road/Llantrisant Road and existing dwellings. It is considered that the setting of this Listed building will not be harmed by the development.
- 8.25 It is considered that the consideration of detailed design and layout at reserved matters stage provides further opportunity to ensure that the setting of the listed buildings adjacent to the site can be afforded suitable protection.

Llandaff Conservation Area

- 8.26 Although the application site is not within the Llandaff Conservation Area, part of the southeast boundary of the Broadcasting House site does adjoin the Conservation Area boundary.
- 8.27 The proposed Crescent building, which would be up to six storeys in height, would be the nearest building to the Conservation Area, separated from the boundary by a landscaped pedestrian/cycle route to Bridge Road. The principle of creating a landmark building of this height in this position is considered to be acceptable, and is unlikely to result in harm to the character and appearance of the Conservation Area, subject to its detailed design which would be determined at reserved matters stage.

Ecology:

- 8.28 The potential impact upon ecology, and in particular, European Protected Species can be managed and mitigated through conditions 26 and 27.

Trees

- 8.29 Whilst it is acknowledged that the proposed development includes the removal of some significant trees within the development, it is considered that the most important trees within the site are protected from harm and provision is made for new tree planting through the introduction of appropriate

conditions and the additional detail to be provided at the Reserved Matters stage.

Transport

- 8.30 For clarity, and with regard to the comments made in relation to the Traffic management act 2004, Section 16 of the Act places a duty on every local traffic authority to manage its road network to secure the expeditious movement of traffic on their road network and to facilitate traffic movement on other traffic authorities' road networks. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the local authorities obligations, policies and objectives. The proposed development is considered to be both compliant with relevant Council policy and otherwise acceptable in transport terms, subject to conditions, S106 matters and other comments.

Pollution Control

- 8.30 It is noted that the Operational Manager, Environment (Noise & Air), has no objection to the proposed development, having considered the Air Quality Assessment and Transport Assessment accompanying the application.
- 8.31 He is content that the Air Quality Assessment has been carried out satisfactorily. Regarding his concern that adequate provision be provided for vehicles turning right into the north site such that westbound traffic-flow will not be impeded during the evening peak period, the Operational Manager, Transportation, recommends a relevant condition be attached.

Drainage

- 8.32 It is noted that Welsh Water and the Council's Drainage Division have not objected to the proposed development. A relevant condition is attached regarding the discharge of foul and surface water, as requested by Welsh Water.
- 8.33 The site is not located within an area susceptible to flood risk.

Residential Amenity

- 8.34 The rear boundaries of neighbouring occupiers to Gillian Road, immediately northwest of the Broadcasting House site, currently adjoin the access route through the site. The creation of two-storey dwellings along this boundary with rear gardens towards the site boundary is considered to be a significant improvement in respect of their privacy and amenity.
- 8.35 11 Bridge Road adjoins the southeast site boundary and would benefit from a significant landscaped buffer from the proposed Crescent building that would ensure that the amenities of this neighbour would be adequately safeguarded.
- 8.36 The Ty Oldfield site is largely surrounded by student halls of residents, Rookwood Hospital, and the playing fields at Bishop of Llandaff High School. The nearest neighbouring dwellings are adjacent to the listed building on Llantrisant Road and dwellings on Llandaff Chase and The Avenue to the

south. The indicative plans show a suitable buffer between new dwellings and these neighbouring occupiers.

- 8.37 It is considered that the privacy and amenities of neighbouring occupiers can be adequately safeguarded through the detailed design stage.

Third Party Representations

- 8.39 This section responds to any outstanding objections which have not already been addressed in this analysis.

- (i) No vehicular access is proposed to Llandaff Chase;
- (ii) Financial contributions have been secured following negotiations with the applicant to ensure the proposed development makes its proportionate contribution towards schools and community facilities. Whilst there is no specific policy requiring the provision of health facilities from development, it is acknowledged that health services may be considered a community facility within the context of existing policy and SPG.
- (iii) Council Tax rates are not a material planning consideration;
- (iv) A condition requiring the submission of a construction management plan will ensure that construction vehicles and site deliveries occur at appropriate times avoiding peak hours;
- (v) No employment uses are proposed on the site and the application must be determined on its merits;
- (vi) The creation of a roundabout at Cardiff Road/Fairwater Road is located a considerable distance from the site and could not be argued to be reasonably related to the site;
- (vii) Rookwood Hospital lies outside the application site. There is no current application for the development of this adjoining site;
- (viii) The need for a sympathetic design to the Bridge Road frontage to ensure a satisfactory relationship with the Taff trail, and also to the boundary with Rookwood Hospital, is agreed and noted. This is a matter for reserved matters stage;
- (ix) A relevant condition is proposed to limit the total number of units that could be developed on the site.

Equalities Impact Assessment

- 8.40 This assessment recognises the public sector equality duty (section 149 Equality Act 2010) and aims to demonstrate that, from an equality perspective, due regard has been given to any actual or potential differential impact of the planning application on the needs of those with protected characteristics.
- 8.41 In addition to the consultation set out above, notice of the application via the weekly list was sent to the Cardiff & Vale Coalition of Disabled People, now Diverse Cymru, and the Council's Access Officer was consulted.
- 8.42 There will be no apparent abnormal differential impact on relevant equality strands.

9.0 Section 106 Heads of Terms

The following heads of terms have been negotiated with the applicant, and would be secured through the completion of a Section 106 Agreement:

- (i) Transport - a total of £235,000 in connection with improvements to cycle and pedestrian facilities and infrastructure. The contribution will facilitate and improve connections between the site and local facilities, and the Taff Trail to the North and South of the site, for the benefit of incoming residents and in the interest of promoting travel mode choice. The Toucan Crossing described in the submitted Transport Assessment is noted and can be secured by condition 15. The financial contribution includes:
- £75,000 towards the provision of a shared 3m wide cycle/pedestrian path on the north east side of Bridge Road between the Rowing Club access and Llandaff Bridge (circa 300m). Consisting of the resurfacing (binder & wearing course + renew front & back kerbs), widen to 3m and share as cyc/fw (TRO & signage) of Bridge Road Northern footway;
 - £75,000 (including parapet extension £25,000) towards the widening of Llandaff Bridge Eastern footway, circa 200m length, from 2.4m to 3m wide throughout (kerblines, drainage and expansion joint plates), install a push-up cycle ramp on the steps to the Taff Trail and share as cycle/footway to tie in with Bridge Road cycle/footway provision;
 - £60,000 (towards the total cost of £150,000) for the provision of a tarmac surface finish to the Taff Trail on the southern side of the River Taff, between Western Avenue and the Llandaff Rowing Club path (circa 1,000m x 2m wide);
 - £25,000 towards the provision of a pedestrian path between the north western corner of the site and the bus stop at the junction of Radyr Court Road;
- (ii) Open Space - £205,304

In consultation with local ward members the Council has identified the following projects in local public open spaces reasonably related to the development which would benefit the development. The Public Open Space Contribution shall be used by the Council towards the design, improvement and/or maintenance of:

Open space improvements - to include interpretation signage, seating planting and path improvements at Bishops palace, Cathedral Green and Llandaff Bell tower.

Footpath resurfacing Riverside walk (Taff trail south of the river). This project is to be part funded by a highway contribution of £60k for improvements to cycle and pedestrian facilities and infrastructure in the vicinity of the site.

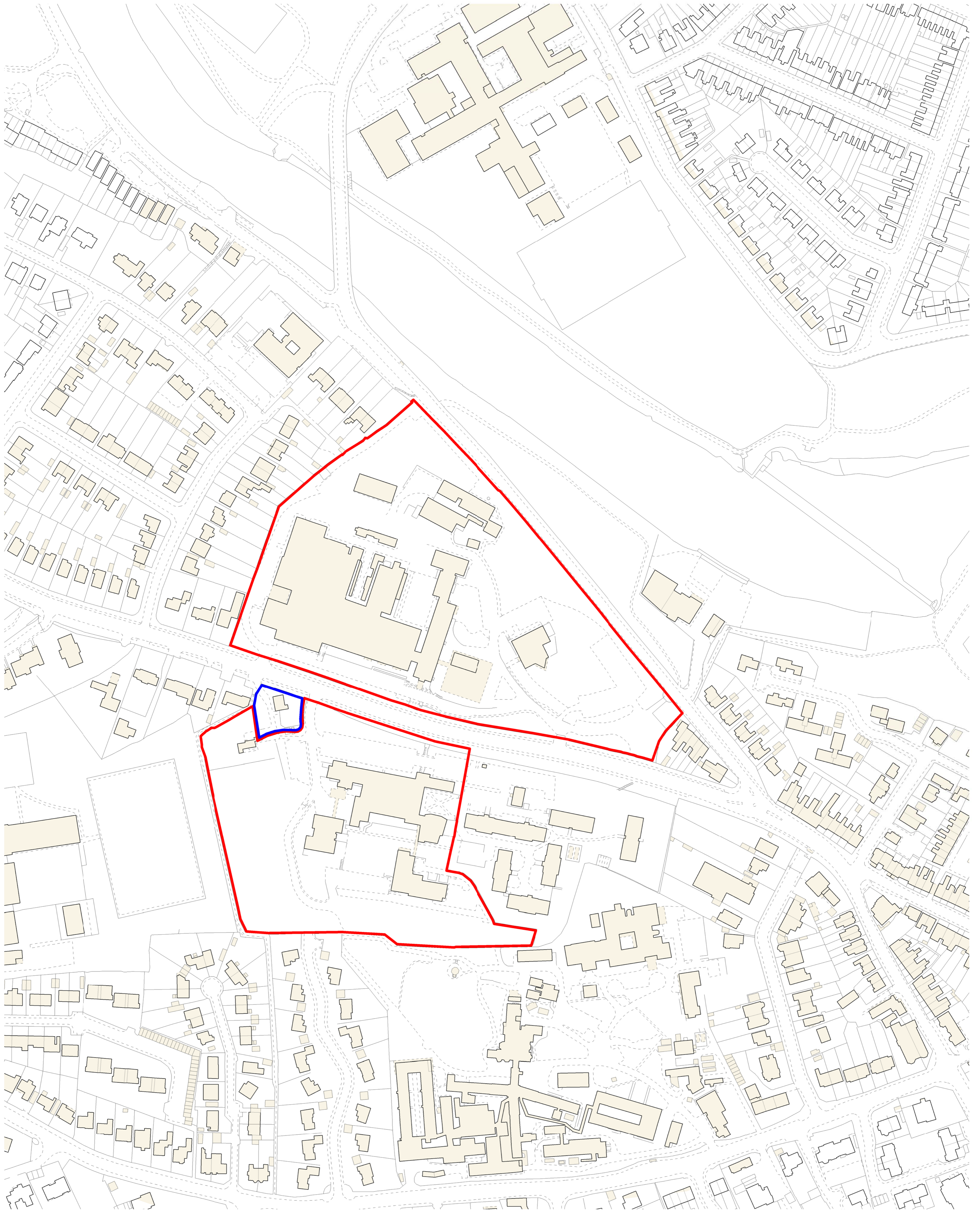
Refurbish Tennis Courts at Hailey Park (Llandaff North Ward – deficient in open space by 2.92ha)

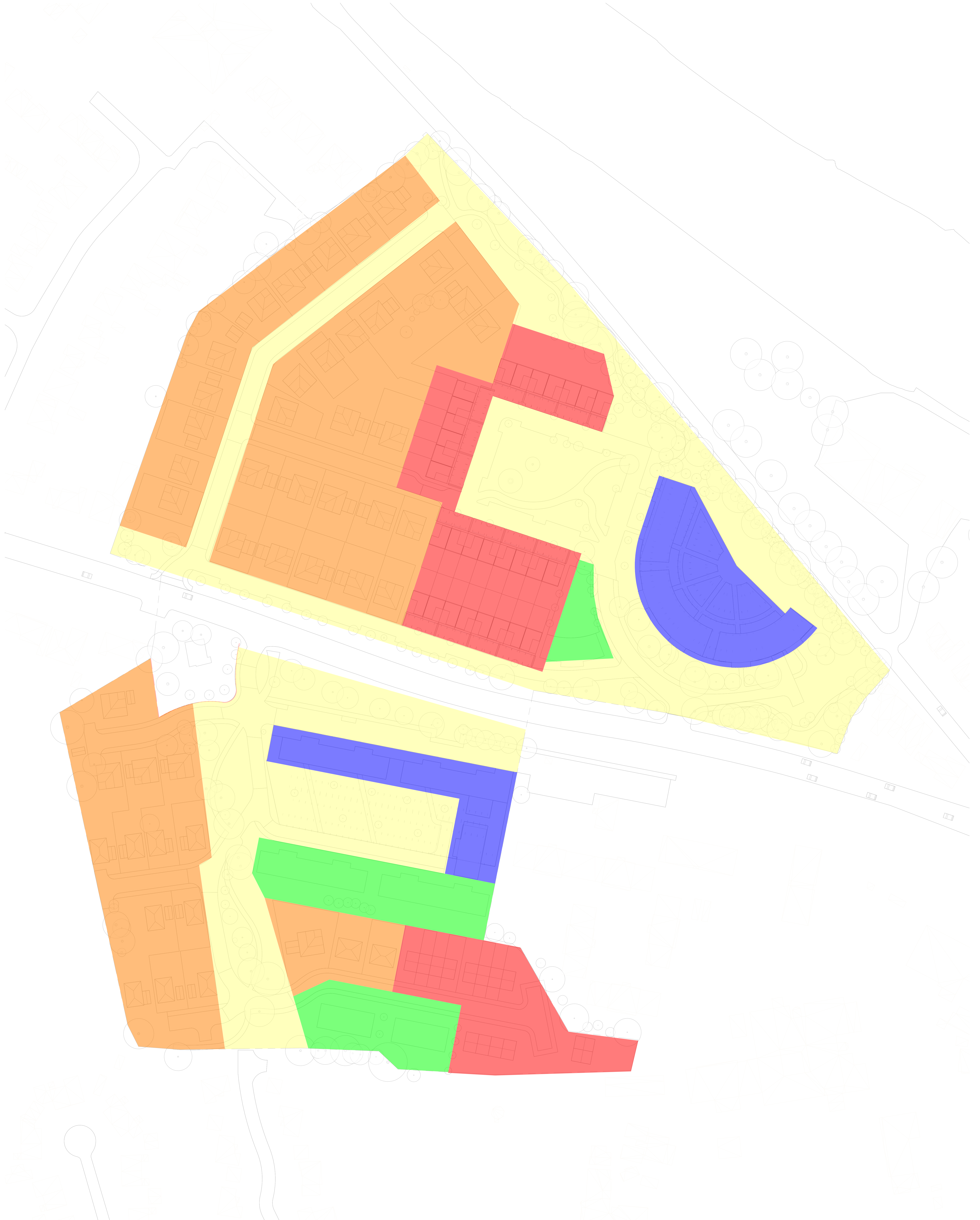
Information on the projects to which the contribution will be allocated within open spaces will be provided for inclusion in the Section 106 Agreement to secure payment of the contribution. The final decision on expenditure of the contribution at the time of receipt would be determined by the requirements for improving any individual open space in the locality at that time. This would involve local consultation with various parties and be subject to Member approval.

- (iii) Education Contribution - £479,125.24
- (iv) Community Facilities - £260,320 towards the Llandaff North Hub - involving the refurbishment and upgrade of Llandaff North library / day centre - is at development stage, and is programmed to open in autumn 2016. Funding for the initial stage of the Hub development has been secured from the Council's Hubs programme. A community facility contribution from the development would enable further improvement works to take place. This would expand community facility provision, and would accommodate the increased demand on the hub facility from residents of the development. The proposed hub is 800 metres from the development site.
- (v) 20% Affordable Housing: To be provided within the development site and consist of an acceptable mix of intermediate rented and low cost home ownership units. Details of the mix and tenure of such provision will be established and included within the associated S106 agreement.

Conclusions

It is considered that the proposals represent an efficient re-use of this sustainable brownfield site. Subject to relevant conditions and the completion of a Section 106 Agreement to secure the contributions summarised in Section 9, it is recommended that outline planning consent be granted.





<p>■ Housing Type: High density - apartments No. Storeys: 6 storeys Height: up to 21m Approx Area: 0.53 ha Approx Density: 246 / ha</p> <p>■ Housing Type: Medium-high density - apartments No. Storeys: 4 storeys Height: up to 12m Approx Area: 0.46 ha Approx Density: 165 / ha</p> <p>■ Housing Type: Medium density - townhouses / terraces No. Storeys: 2 to 3, occasionally 4 Height: 10 to 12m Approx Area: 0.9 ha Approx Density: 50 / ha</p> <p>■ Housing Type: Low density - detached houses No. Storeys: 2 Height: 6 to 10m Approx Area: 2.4 ha Approx Density: 20 / ha</p> <p>■ Public open space / access corridors Approx Area: 2.4 ha</p>	<p>Total Approx Area: 6.85 ha</p>
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2	Parameters adjustment	RB	21/4/15
1	Six storeys	RB	20/4/15
	rev. description		by date

DOUGLAS HERITFIELD ARCHITECTS
 project: BBC Llandaff
 client: Taylor Wimpey
 site: Parameter Plan

job number	drawing number	rev.
087	A(P)-04	2

please consider the environment before printing this document
 refer to dimensions where provided - do not scale from drawing



- Vehicle access
- Pedestrian / cycle routes
- Pedestrian / cycle access
- Possible future pedestrian / cycle access
- Active frontage
- Key building corners
- Landmark buildings
- Public open space

- Listed building
- Private / public recreation landscape
- Retained / enhanced trees & planting
- Important vistas

