

LATE REPRESENTATIONS SCHEDULE

PLANNING COMMITTEE – 1st JULY 2015

PAGE NO. 1	APPLICATION NO. 15/799/MJR
ADDRESS:	BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF
FROM:	Agent
SUMMARY:	<p>Contrary to the Ecology consultee comments a separate reptile mitigation strategy is detailed in the mitigation strategy. This may not have been clear given that the plans refer to mitigation required during clearance works, and the reptile mitigation area highlighted is where species deterrence measures (i.e. sensitive clearance) are proposed – this is not proposed as a receptor area but where sensitive clearance is proposed, as this is the only area (being a mix of scrub/woodland that reptiles considered likely to occur albeit in small numbers).</p> <p>It is not a receptor area as they acknowledged that this area will be developed, and hence why it is being cleared and reptile mitigation required. They have not proposed a receptor area as they are not anticipating to find high numbers of animals, and therefore proposing the sensitive clearance to works towards retained woodland to the north. The grassland referred to will enhance the habitats for reptiles post development. They question the need for an additional reptile mitigation strategy, based on the predicted low numbers of reptiles being present.</p>
REMARKS:	<p>Although the agent's comments add some clarity, the Council's Ecologist considers that the reptile mitigation section of the Biodiversity Mitigation Strategy is still deficient and this should be addressed by a separate reptile mitigation strategy secured by planning condition.</p> <p>He recognises that low numbers of reptiles are likely to be affected, so a reptile mitigation strategy needn't be a long document, but nonetheless it should be adequate to assure the Council that reasonable measures to avoid harm to these species will be in place.</p>

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ADDRESS:	BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF
FROM:	Operational Manager, Environment (Noise & Air)
SUMMARY:	He notes that the application is an outline application that is considering access issues.

	<p>He considers that there is a potential for the road traffic noise to be a problem on this site, however he does not believe the road traffic noise to be a problem that cannot be resolved by mitigation measures. He would like specific details of any mitigation measures prior to determination of the application however he accept that this cannot be worked out until the details of where the buildings are going to be placed relative to the road have been finalised. He therefore considers that assessment of the noise impacts should occur at reserved matters stage when full details are available.</p> <p>He is of the opinion that the noise report does not provide a complete picture of the noise impact of the road traffic. As such, he would caution against conditioning for noise at this stage and would much prefer to be able to comment fully when the details of the development are settled at the full application stage.</p>
<p>REMARKS:</p>	<p>Noted. Whilst is it recognised that layout is reserved for subsequent approval, the submitted noise report concludes that <i>“the site can be fully developed without there being any undue problems with respect to Cardiff City Council’s normal noise conditions.”</i> It is therefore recommended that the following additional condition be attached, which the detailed layout will have to demonstrate compliance with prior to its approval:</p> <p>31. Prior to commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that all habitable rooms exposed to external road traffic noise in excess of 63 dBA Leq 16 hour [free field] during the day [07.00 to 23.00 hours] or 57 dBA Leq 8 hour [free field] at night [23.00 to 07.00 hours] shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 40 dBA Leq 16 hour during the day and 35 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be provided with acoustically treated active ventilation units. Each ventilation unit (with air filter in position), by itself or with an integral air supply duct and cowl (or grille), shall be capable of giving variable ventilation rates ranging from –</p> <ol style="list-style-type: none"> 1) an upper rate of not less than 37 litres per second against a back pressure of 10 newtons per square metre and not less than 31 litres per second against a back pressure of 30 newtons per square metre, to 2) a lower rate of between 10 and 17 litres per second against zero back pressure. <p>No habitable room shall be occupied until the approved</p>

	<p>sound insulation and ventilation measures have been installed in that room. Any private open space (excepting terraces or balconies to any apartment) shall be designed to provide an area which is at least 50% of the area for sitting out where the maximum maximum day time noise level does not exceed 55 dBA Leq 16 hour [free field].</p> <p>Reason: To ensure that the amenities of future occupiers are protected.</p>
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ADDRESS:	BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF
FROM:	Agent
SUMMARY:	<p>Confirmation that a 3rd party peer review of the Transport Assessment (TA) has been undertaken which states that:</p> <ul style="list-style-type: none"> ▪ LvW Highways Ltd agrees with the conclusions reached within the TA produced by ACSTRO (Apra 2.52); and ▪ LvW Highways Ltd considers that the TA's methodology follows best practice and that the conclusions are robust (Para 3.5)
REMARKS:	<p>Noted.</p> <p>The Operational Manager, Transportation has no specific technical comments on the submitted Transport Assessment Audit, other than to highlight that the Audit confirms that the TA did not include a Transport Implementation Strategy (TIS), further supporting the requested S106 contributions.</p>

ADDRESS:	BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF
FROM:	Agent
SUMMARY:	<p>Has not reached a position where there is agreement on the contributions set out in the report.</p> <p>The position on affordable housing presented under section 5.2 of the committee report is not the case. The mix of tenure and house sizes has not been agreed.</p> <p>Accepts that any agreement that is signed will include obligations on education, transport, open space and affordable housing (and they have agreed on a headline</p>

	<p>requirement of 20%). These are all matters that often feature in planning permissions for residential development. However they cannot at this stage say that the numbers are right or that the mix (of affordable housing) is appropriate for the site or for the scheme. This is important to the decision on the scheme for obvious reasons. As a result – whilst it is reasonable to say that we expect to reach agreement, it is also necessary to retain flexibility to agree what that solution is.</p>
REMARKS:	<p>That the Council’s position is set out in the committee report and is considered to be policy compliant. Any change from this position will only occur following the receipt of viability information that has been independently verified by the District Valuer. Any significant change from the position as stated in the report will result in the application being reported back to Committee for approval.</p>

ADDRESS:	BBC WALES, BROADCASTING HOUSE, LLANTRISANT ROAD, LLANDAFF, CARDIFF
FROM:	Agent
SUMMARY:	<p>Has concerns regarding the way in which eastbound traffic generated by the development has been portrayed. The table set out within the Highways response (paragraph 5.1) and the preceding paragraphs describes the additional trips added to the front of the Llantrisant Rd queue by the development but makes no reference to the BBC traffic that currently joins the back of the queue along Llantrisant Rd, which will be removed.</p> <p>More detail is provided as follows:</p> <p>This table and its figures is misleading. The +74 & +55 vehicles heading east towards the Heathcock Roundabout represent the increase in traffic turning out of the site towards the city centre, so these would be vehicles that will try to enter into the Llantrisant Road queuing traffic near the front of the queue.</p> <p>The committee report doesn’t make it clear that during the critical am peak hour the number of vehicles approaching the studios from the west will fall by 42. So in the am peak the number of additional vehicles in the Llantrisant Rd queue will be 32 (74-42).</p> <p>They’d suggest that figure 1 (attached) is a fairer and more complete representation of what is happening.</p>

REMARKS:	<p>The Operational Manager, Transportation, responds as follows:</p> <p>In essence the restriction in highway capacity/queuing terms stems from restrictions at Cardiff Road, from the Fairwater Road junction which backs up through the Bridge Road roundabout, affecting both Llantrisant Road and Bridge Road.</p> <p>Therefore whilst he would not dispute the principle that removal of the eastbound BBC traffic will reduce queue length on Llantrisant Road west of Gillian Road, it remains that the analysis within the TA still shows that there is a net increase in the number of vehicles travelling east from the site towards the city centre. It therefore holds that there is a net impact on the AM inbound peak through Bridge Road roundabout and Cardiff Road junction.</p> <p>The requested S106 contributions therefore seek to provide viable alternative transport options for the incoming residents, to help reduce the identified impact and bring the projected modal split closer the emerging LDP target of 50/50.</p>
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Figure 1: Agent Response

	Westbound Peak Hour Traffic on Llantrisant Road			
	Immediately West of Bridge Rd Junction		Immediately East of Gillian Road Junction	
	AM (To Bridge Road jcn)	PM (from Bridge Road jcn)	AM (To Bridge Road jcn)	PM (from Bridge Road jcn)
Observed current traffic flows	492	812	483	548
Observed – BBC + Development	566	867	441	555
Difference	+74	+55	-42	+7
Difference as % of existing	+15%	+7%	-9%	+1%