

LOCAL MEMBER OBJECTION

COMMITTEE DATE: 18/03/2020

APPLICATION No. **19/03052/MJR** APPLICATION DATE: 21/11/2019

ED: **CATHAYS**

APP: TYPE: Full Planning Permission

APPLICANT: Rightacres Property Company Limited

LOCATION: SITE OF FORMER MARLAND HOUSE AND NCP CAR PARK,
CENTRAL SQUARE, CITY CENTRE, CARDIFF, CF10 1PF

PROPOSAL: EXTENSION OF OFFICE DEVELOPMENT WITHIN THE
CARDIFF INTEGRATED TRANSPORT HUB (ITH), REMOVAL
OF A RETAIL UNIT TO CREATE AN ENLARGED OFFICE
RECEPTION AND ALTERATIONS TO PUBLIC REALM

RECOMMENDATION : That, having taken the environmental information into consideration, planning permission be **GRANTED**, subject to the following conditions:

1. C01 Statutory Time Limit
2. The development shall be carried out in accordance with the following approved plans:

- Existing Location Plan A-90-101revD
- Proposed Location Plan A-90-102revD
- Existing Site Plan A-90-103revD
- Proposed Site Plan A-90-104revD
- Proposed Ground Floor Location Plan A-90-110revD
- Proposed Ground Floor Site Plan A-90-111revD
- Level 0 Plan, Ground A-00-01revE
- Level 0 Plan - Mezzanine A-00-02revD
- Level 1 Plan - Car Park A-00-03revD
- Level 2 Plan - Car Park A-00-04revD
- Level 3 Plan - Car Park A-00-05revD
- Level 4 Plan - Car Park A-00-06revD
- Level 5 Plan A-00-07revD
- Level 6 Plan A-00-08revD
- Level 7 Plan A-00-09revD
- Level 8 Plan A-00-10revD
- Level 9 Plan A-00-11revD
- Level 10 Plan A-00-12revD
- Level 11 Plan A-00-13revD
- Level 12 Plan A-00-14revD
- Level 13 – 21 Plans A-00-15revD
- Roof Plan A-00-17revD

• Marland Street PRS Section	A-01-02revD
• Office Sections	A-01-03revD
• Interchange Long Section	A-01-04revD
• Wood Street Elevation	A-02-01revD
• Marland Street Elevation (North)	A-02-02revD
• Marland Street Elevation (South)	A-02-03revD
• Saunders Road Elevation	A-02-04revD
• Great Western Lane Elevation	A-02-05revD
• Axonometric Views	A-03-01revD
• Axonometric Views	A-03-02revD

Reason: For the avoidance of doubt.

3. *Material Samples:*
 Within six months of the grant of planning permission samples of the external finishing materials shall be submitted for approval by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reason: To ensure a satisfactory finished appearance to the building.

4. *Architectural Details:*
 Within six months of the grant of planning permission architectural details of the principal elevations shall be submitted for approval by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reason: To ensure a satisfactory finished appearance to the building.

5. *Public realm Works:*
 Within six months of the grant of planning permission full details of the public realm works within the red line, adjacent to the interchange building, as shown in principle on the Proposed Site Plan A-90-104 rev D, shall be submitted for approval by the Local Planning Authority. The details to include timing and implementation, surfacing, kerbs, edging, drainage, lighting, lining, signing, telematics/ signals/ CCTV and communications, street furniture, cycle stands, soft and hard landscaping, and tactile guidance path/paving. The agreed scheme to be implemented in accordance with the approved details prior to beneficial occupation of the interchange building. Reason: To facilitate safe and convenient access to and egress from the proposed development, and in the interests of highway and pedestrian safety.

6. *Cycle Parking:*
 Prior to beneficial occupation of the office rooftop extension an approved scheme showing the provision of 100 operational cycle parking spaces for the use of office staff shall be implemented in accordance with the approved details.
 Reason: To ensure adequate provision is made for the secure parking of bicycles.

7. *Landscaping Design and Implementation Programme:*
Within six months of the grant of planning permission full details of both hard and soft landscape works shall be submitted for approval by the Local Planning Authority. These details shall include proposed finished levels, earthworks, hard surfacing materials, proposed and existing services above and below ground level, planting plans (including schedules of plant species, sizes, numbers or densities, and in the case of trees, planting, staking, mulching, protection, soil protection and after care methods) and an implementation programme. The details shall be consistent with other plans submitted in support of the application and the landscaping shall be carried out in accordance with the approved design and implementation programme.
Reason: To enable the Local Planning Authority to determine that the proposals will maintain and improve the amenity of the area, and to monitor compliance.

8. *Landscaping Implementation:*
Any trees, plants, or hedgerows which within a period of five years from the completion of the development die, are removed, become seriously damaged or diseased, or become (in the opinion of the Local Planning Authority) otherwise defective, shall be replaced in the current planting season or the first two months of the next planting season, whichever is the sooner, unless the Local Planning Authority gives written consent to any variation.
Reason: To maintain and improve the amenity of the area.

9. *Wind mitigation:*
Within six months of the grant of planning permission a scheme to mitigate draught on the western edge and SW corner of the interchange building shall be submitted to the Local Planning Authority for approval. The scheme shall include detailed results from further wind tunnel testing of the interchange building that demonstrates the nature and extent of mitigation required. The scheme shall be implemented in accordance with the approved details prior to beneficial occupation of any part of the interchange building.
Reason: To ensure the comfort of future users/occupiers and passing pedestrians and cyclists, and to ensure the satisfactory appearance of the building and associated public realm.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application is for an additional 2 floors to the office element at the southern end of the interchange building. Building works on the interchange began on site in December 2019, implementing planning permission 19/02140/MJR, and the applicant seeks permission for the additional B1 office floor space (3,793 sqm) in order to meet the requirements of the preferred future office occupier.

- 1.2 The remaining elements of the interchange building, namely the bus station and ancillary retail and public realm, car parking, and the residential PRS tower at the northern end of the building, do not form part of this application. The application is essentially for a rooftop extension.

- 1.3 In addition to the 2 office floors the application also includes an increase in cycle parking for the office development, the introduction of Ultra Low Emissions Vehicle (ULEV) car parking spaces, the removal of Retail Unit 7 from the Interchange concourse to provide more space to meet the operational requirements for the bus station, and amendments to the public realm at the southern end of the interchange building.
- 1.4 The extended office block fronts Saunders Road and comprises 8 storeys of office floor space (total 14,111 sqm) sitting on top of the bus station/ car park levels and rising to a height of 44m above Central Square ground level (48m with rooftop plant). The additional 2 storeys replicate the highly glazed curved design of the lower floors and include a significantly reduced top floor footprint that steps down towards the Great Western Hotel to the east.
- 1.5 The main entrance to the extended office block is from Saunders Road as per the approved scheme, however the additional office floorspace necessitates two additional lifts and a more generous lobby/reception area. The effect of this is to shift the main entrance doors to the west resulting in a reconfigured and more generous external entrance plaza area. The external pedestrian steps down from the office entrance plaza to the covered amphitheatre space (approx. 2.5m level change) are redesigned as a consequence. The curved terraced steps intended for seating and/or landscaping are retained. Details of the public realm works are required by condition.
- 1.6 The design and delivery of the wider Central Square public realm, and the enabling highway works, including the pedestrian crossings on Wood Street and Saunders Road, is unchanged from that approved under previous consents 18/1705/MJR and 19/2140/MJR.
- 1.7 *Cycle parking:* The approved scheme provided 50 operational spaces for the offices. To remain policy compliant the application proposes an increase to 100 operational spaces by doubling up cycle provision on levels 1 & 2 (88 spaces on level 1 and 12 spaces on level 2), accessed from the car park ramp or using the lifts in Core 2. PRS cycle parking provision and public cycle parking provision is unchanged from that approved.
- 1.8 *Car parking:* Overall car parking provision is unchanged from that approved i.e. private car park with 249 spaces; 225 spaces allocated to the BBC under the terms of the BBC development agreement, and 24 spaces (11 accessible) allocated to the office development. A total of 25 ULEV charging points will be provided, locations within the existing car park yet to be fixed
- 1.9 *Waste Management:* Waste storage areas are as approved and are located to the rear of the development, accessed from Great Western Lane.
- 1.10 *Environmental Impact Assessment (EIA):* Given that the office development is an integral part of the Cardiff Transport Interchange it was agreed with the applicant that the environmental impacts of the changes should be assessed through an EIA, and the results presented in an Environmental Statement (ES) Addendum document.

- 1.11 The EIA considers the development as a whole and identifies whether the latest proposals change the findings presented in the ES for the approved Interchange development. The conclusions of the assessment are presented in an ES Addendum.
- 1.12 The ES Addendum updates the assessments for Townscape & Visual, Built Heritage, Transportation, Socio Economic, and Wind Micro Climate. The Addendum concludes that the findings of the approved ES remain unchanged for Archaeology, Air Quality, Noise and Vibration, Water Resources, Ground Conditions, Population and Human Health, Residual and Cumulative impacts.
- 1.13 The following supporting information is submitted:
- Pre-application Consultation Report
 - Design and Access Statement
 - Environmental Statement Addendum
 - Environmental Statement: Vol 1 Non-Technical Summary
 - Axonometric projections and CGIs of the proposals in context

2. **DESCRIPTION OF SITE**

- 2.1 The application red line is restricted to the 2 storey rooftop office extension element and associated access/ public realm.
- 2.2 The wider interchange site extends to 1.14 hectares and encompasses the site of the former Marland House (demolished 2016), the former Great Western Lane NCP multi-storey car park (demolished 2017), the Great Western Lane electricity substation, and the former Saunders Road surface level car park (44 spaces). The immediate area is characterised by transport, office, retail and leisure uses.
- 2.3 The application site lies within Cardiff City Centre, just to the west of the Primary Shopping Area. It is also located within the Central Cardiff Enterprise Zone. The main entrance to the Grade II listed Cardiff Central Station lies to the south-west of the site, separated by Central Square.
- 2.4 The wider interchange site is bounded to the west by a realigned Marland Street and the BBC Wales HQ which will be occupied later this year. To the north is Wood Street and to the east Great Western Lane and the 'backs' of properties fronting St. Mary Street. The southern boundary of the site follows the line of the curved retaining wall separating the former surface car park from the Saunders Road public realm and taxi rank.
- 2.5 The St Mary Street Conservation Area is located immediately to the east of the application site. Three of the buildings on St Mary Street that back on to Great Western Lane and abut the eastern edge of the wider interchange site are Grade II listed: Prince of Wales PH; The Philharmonic Hall; and the Great Western Hotel on Saunders Road.

3. **PLANNING HISTORY**

- 19/02140/MJR Planning permission granted 16.10.19 for a Section 73 application to vary condition 2 (Approved Plans) of 18/1705/MJR for internal alterations to enable an increase in the number of residential apartments and associated minor alterations to elevations.
- 18/01705/MJR Planning permission granted 30.7.19 for a ground floor 14 stand bus station with concourse and ancillary retail units (A1, A2, A3 use classes), a 249 space private car park occupying two and a half floors located immediately above the bus station and, and above that a 22/9 storey private rented sector apartment block (305 apartments, use class C3) at the Wood Street end, and a 6 storey office block (B1 use class, 10,318 sqm) at the Saunders Road end.
- 16/2731/MJR Resolution to grant planning permission (March 2017), subject to the signing of a legal agreement, for a 14 stand bus station and ancillary retail units, 195 residential apartments, 12,052 sqm office space, 227 space car park and cycle hub.
- Prior approval granted Feb 2016 for demolition of Marland House and the NCP car park building. Both buildings have been demolished and the sites cleared.
- 14/2405/MJR Hybrid planning permission granted in August 2015 for demolition of Marland House and construction of media centre with ground floor retail units, basement parking to plots 2 and 3, and Central Square public realm. Outline application for B1 office floorspace on Plot 2, all matters reserved except access. BBC Wales HQ being fitted-out for September 2019 opening.

3.1 Statutory pre-application public consultation (PAC) was carried out in October/November 2019. The information was made available on line, site notices were posted, adjoining landowners and occupiers, and ward councillors (Cathays, Riverside, Butetown and Grangetown) were notified. Specialist consultees were consulted in accordance with the Development Management (Wales) Procedure Order 2012.

3.2 The pre-application consultation has met the statutory requirements and the PAC report sets out the generally positive feedback received and the developer's response.

4. **POLICY FRAMEWORK**

The following national planning policy and guidance is considered to be of particular relevance:

4.1 Planning Policy Wales (PPW) Ed. 10 Dec 2018: Ch. 4 Planning for Sustainability; Chapter 6 Conserving the Historic Environment;

4.2 The following Technical Advice Notes (TANs) are relevant:

- TAN 12: Design
- TAN 23: Planning for Economic Development

The following local planning policy and guidance is considered to be of particular relevance:

4.3 Cardiff Local Development Plan 2006-2026:

- KP2 Strategic Sites
- KP2A Cardiff Central Enterprise Zone and Regional Transport Hub
- KP5 Good Quality and Sustainable Design
- KP10 Central & Bay Business Areas
- KP17 Built Heritage
- EN9 Conservation of the Historic Environment
- EN13 Air, Noise, Light Pollution & Land Contamination
- T1 Walking & Cycling

4.4 Supplementary Planning Guidance

The following Supplementary Planning Guidance (SPG) is of relevance:

- Tall Buildings (2017)
- Managing Transportation Impacts (Inc. Parking Standards) (2018)
- Waste Collection and Storage Facilities (2016)

5. **INTERNAL CONSULTEE RESPONSES**

5.1 Transportation: The Transportation Officer notes that the additional office floor space takes the total provision to some 14,111 q/m, with an addition of two floors to the already permitted office element of the overall development.

5.2 The office extension does not propose any additional car parking, with the quantum and distribution remaining the same as the extant permission. However to meet the requirement of Planning Policy Wales that 10% of parking spaces have ULEV charging points, the application identifies that 25 of the total 249 parking spaces will be provided with such charging provision. The revised development will therefore be compliant with PPW and remains compliant with the Council's SPG in respect of car parking.

5.3 In terms of cycle parking, the submission identifies that no changes are proposed to the spaces to be provided on land to the north of Wood Street or the Next Bike stands, or the previously revised residential element of the existing permission. However in order to ensure that the extended development is policy compliant in terms of cycle parking provision for the office development, the number of spaces for this use are proposed to be increased from 50 to 100. I would therefore suggest that the current condition relating to cycle parking be updated to reflect the proposed number of spaces.

5.4 In summary: Chapter 5.0 of the submitted Environmental Statement Addendum reassesses the transportation chapter of the July 2018 ES and ES Addendum of September 2018, and concludes that the proposed additional office floor space (including the removal of the retail unit and changes to the public realm) does not materially alter the conclusions drawn in the Transportation Chapter of the July 2018 ES or subsequent Addendum. Having reviewed the submission I would confirm that I agree with the conclusion and therefore have no objection to the application as submitted and discussed above.

5.5 Trees and Landscaping: No soft landscaping proposals within the red line. The closest trees are those that bound the taxi rank on Saunders Road.

5.6 Highways and Waste Management (Drainage): No comments received. Any comments from the Drainage Engineer will be reported to committee as a late representation.

- 5.7 Pollution Control (Air Quality): The Officer confirms that he has no concerns on the grounds of air quality and the conclusions documented in terms of air quality in 2018 remain unchanged.
- 5.8 Waste Management: Additional office space may lead to an increase in the production of waste; this should either be reflected in an increase in refuse storage capacity or an increase in the frequency of refuse collections.

6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 Welsh Water: We note that the application seeks to construct an additional two floors on top of the already approved development to create further office space. We have undertaken hydraulic analysis on the original scheme, which has changed in numerous iterations and planning applications. The potable water supply in the area suffers from low pressure and significant development in the area is placing extra demand on the network. Whilst we have no objection to the application it is unlikely that we can accommodate any further demand without reinforcement works delivered to the local potable water supply network. We further advise that it is the applicants obligation to ensure that sufficient pressure can be provided to all floors of the proposed development and this may require booster pumps.
- 6.2 Natural Resources Wales (NRW): NRW has no objection to the proposed development as submitted.
- 6.3 Network Rail (NR): Network Rail has no objection.
- 6.4 Police Architectural Liaison: South Wales Police has no objection to the development.
- 6.5 CADW: Any comments received will be reported to committee as a late representation.
- 6.6 Welsh Government (Planning Division): Any comments received will be reported to committee as a late representation.
- 6.7 Wales & West Utilities: No objection. A plan and general conditions for guidance are provided.

7. **REPRESENTATIONS**

- 7.1 The proposals were advertised as an Environmental Impact Assessment Application in the press and on site, and Local Members and neighbours were notified. Representations have been received from Cllr. Keith Parry, Nerys Lloyd-Pierce on behalf of the Cardiff Civic Society, Mr. Max Wallis on behalf of the Cardiff Cycling Campaign, and Mr. Wallis on behalf of the Cardiff and Vale Bus-Users Group
- 7.2 The Cllr. objects on the following grounds:

- Additional height will create strong winds in Saunders Road
- 7.3 Cardiff and the Vale Bus Users Group objects on the following grounds:
- Adverse wind microclimate is a significant concern and should be subject to further wind-tunnel testing/ mitigation
- 7.4 Cardiff Civic Society object on the following grounds:
- Adverse wind micro-climate for pedestrians and cyclists using Marland Street, Saunders Street, and Central Square between the Interchange building and the railway station. Wind assessment report lacks credibility and does not take into account increased winds arising from climate change.
- 7.5 Mr. Max Wallis (Cardiff Cycling Campaign) objects on the following grounds:
- Inadequate cycle parking provision – for public using interchange and for PRS apartments, and no provision for outsize bikes and tricycles
 - Unacceptable air pollution levels
 - Pedestrian/ cyclist conflict on Marland Street and Saunders Road
 - Unrestricted bus entry/ exit on Saunders Road at peak hours
 - Alternative conversion of car parking space to office accommodation not considered
 - Electric charging points required for all parking spaces and for buses
 - Not complying with EIA procedural requirements
 - Adverse wind microclimate on pedestrians and cyclists – not adequately covered in ES Addendum.
 - Application not properly publicised
 - Not consulted on additional information

8. **ASSESSMENT**

- 8.1 The main issues to be assessed are:
- The acceptability of the proposed land use.
 - Design of the rooftop extension, including associated access and public realm alterations.
 - Impact on the character and appearance of the conservation area and the setting of the listed buildings.
 - Adverse wind micro-climate for pedestrians and cyclists using Marland Street and Saunders Street
- 8.2 *Proposed land use:* The site is located within the Central Business Area (CBA – Policy KP10) and outside the Central Shopping Area (CSA – Policy R2). The extension of the office use and removal of a retail unit does not raise any land use policy issues.
- 8.3 *Design:* The 2 storey rooftop extension is an extrusion of the approved office element utilising the same design and materials palette. The increase in scale of the southern end of the interchange building is appropriate for its city centre location and for its relationship with the BBC building, the listed railway station, and the Central Square open space.

- 8.4 The additional height reinforces the strongly curved and dynamic southern corner fronting the railway station and Central Square, and will visually enclose the eastern side of Central square very effectively. It also marks a smooth and dramatic transition from Central Square, via the sunken amphitheatre type space adjacent to the main entrance to the interchange, to the important Saunders Road pedestrian route.
- 8.5 *Public Realm works:* The extent of the public realm is defined on the Proposed Site Plan A-90-104 revD. It includes part of Marland Street, the covered 'amphitheatre' area alongside the bus station entrance, the public realm adjacent to the office entrance, and the pedestrian crossing works in front of the car park entrance.
- 8.6 The specification and overall appearance will be as the Central Square public realm (Planning permission 14/02405/MJR for the BBCHQ and associated public realm).The surfacing material will be predominantly granite paving to match improvements to The Hayes and St. Mary's Street and in line with the objectives of the Cardiff City Centre Public Realm Manual. Details of the hard landscaping materials palette, the pedestrian crossing works, tree planting, street furniture and lighting are subject to condition.
- 8.7 The on-site public realm proposals are acceptable subject to a public realm works condition, and integration with emerging proposals for the wider area.
- 8.8 *Impact on heritage assets:* The main consideration is the impact of the additional 2 floors on the view from Custom House Street, where the southern end of the Interchange building is viewed above the conservation area roof-scape. Given that the corner turret of the listed Great Western Hotel is still prominent against the skyline, and that the additional height of the office building breaks up the interchange roofscape and appears better balanced against the 22 storey residential tower on Wood Street, the impact in this view is considered acceptable.
- 8.9 In views from Central Square outside the Station the additional height emphasises the corner of the Interchange building and creates a distinction between the office and the lower element of the PRS adding interest. The additional height reinforces the sense of enclosure at the eastern end of the Square and has negligible impact on the setting of the listed Station and the Great Western Hotel.
- 8.10 The impacts on the character and appearance of the St Mary Street Conservation Area, on the setting of the listed buildings to the east of the site, and on the listed railway station have been fully assessed and are considered acceptable.
- 8.11 *Adverse wind micro-climate:* Given the conclusions of the ES Addendum (see below) a more robust condition than that currently attached to PP 19/2140 is imposed. The condition will require detailed wind-tunnel testing and submission of a scheme of mitigation measures for the western edge and the SW corner of the building for approval within 6 months of the grant of planning permission.

Conclusions of the Environmental Statement Addendum

- 8.12 The LPA cannot grant planning permission unless it has taken the "environmental information" into consideration and it states in its decision that it has done so - Reg 3 (3) of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017.
- 8.13 The ES Addendum considers only those environmental impacts that might change as a result of the two additional floors and loss of a retail unit, namely Townscape and Visual, Built Heritage, Transportation, Socio Economic, and Wind Microclimate assessments. It concludes as follows:
- Townscape and Visual: The main views affected are those from Central Square outside the Station, from Custom House Street, and to a lesser extent from Taffs Mead Embankment. It is not considered that the additional height changes the conclusions of the 2018 ES which are considered to be beneficial.
 - Built Heritage: It is not considered that the additional height changes the conclusions of the 2018 ES which are considered to be beneficial.
 - Transportation: No change is proposed to the parking allocation and as a result there will be no increase in the number of vehicle trips reported in the July 2018 ES. Cycle provision is increased but the increase does not affect the original ES conclusions. The conclusions of the approved Interchange ES that there will be substantial beneficial effects for public transport users remains unchanged.
 - Socio-Economic: The proposed development reinforces the overall conclusions of the July 2018 ES. The proposed development results in a substantial beneficial impact in terms of investment and job creation.
 - Wind Microclimate: The NTS wind micro climate chapter identifies a major adverse impact along the SW and W areas of the development, i.e. along Marland St., around the main entrance to the interchange, and within the 'amphitheatre' at the SW corner, and refers to mitigation measures outlined in chapter M6.0 of the July 18 ES. It also recommends that the current 19/2140 wind micro-climate condition be attached to any planning permission.
 - The findings of the approved Interchange ES remain unchanged for Archaeology, Air Quality, Noise and Vibration, Water Resources, Ground Conditions, Population and Human Health, and Residual and Cumulative Impacts.

Representations

- 8.14 *Wind microclimate:* This application is accompanied by an Environmental Statement Addendum that assesses in detail the impact of the additional 2 office floors on the wind microclimate on Marland Street and Saunders Road. It concludes that the change in wind conditions in these area represents a major adverse impact, and concludes that mitigation measures as outlined in the approved ES will be required, and that these be secured by a condition similar to that on planning permission 19/2140. In reaching that conclusion the assessment took account of all areas around the proposed development, including the neighbouring streets.

- 8.15 Given the change from a moderate to a major adverse impact on the western edge and SW corner of the building resulting from the additional 2 office floors the condition is worded in such a way to require wind tunnel testing of the interchange building and a scheme of mitigation measures to be submitted for approval within 6 months of the grant of planning permission, and implementation prior to beneficial occupation of any part of the Interchange building.
- 8.16 The wind tunnel test will verify the findings of the desk study and any mitigation measures necessary to ensure safe wind conditions for users (pedestrians and cyclists) in the external environments on site, and in the neighbouring streets. The wind data (strength and frequency) to be used in the wind tunnel will be taken from Cardiff airport and adjusted to the site.
- 8.17 Concerns about the locations of cycle routes (both mixed and segregated) and the entrance to cycle stores will also be considered in more detail to ensure safety.
- 8.18 In relation to climate change, current predictions for alterations in wind speeds are non-conclusive and lie well within the range of historical annual variability. Future wind conditions are therefore taken as similar to those described using current historical wind data.
- 8.19 *Inadequate cycle provision:* No change is proposed to the approved cycle parking provision for the PRS apartments or for the public. The only change is an increase in operational cycle parking provision from 50 to 100 spaces for the extended office element. Cycle parking provision for the wider interchange development is not therefore a consideration in determining the application.
- 8.20 *Unacceptable air pollution levels:* The application does not propose any increase to approved parking numbers, or to the functioning of the interchange (access/ egress, bus movements). The Air Quality Officer has confirmed he has no objection to the proposed development.
- 8.21 *Pedestrian/ cyclist conflict:* This was considered in depth during consideration of the original application 18/1705/MJR, and was the main reason for re-locating the cycle hub away from the interchange building. The footprint of the building is unchanged and the addition of 50 operational cycle spaces is not considered to have a significant adverse impact on pedestrian movements on Marland Street and/or Saunders Road.
- 8.22 *Unrestricted bus entry/ exit on Saunders Road at peak hours:* This is not a consideration in determining this application for the reasons stated above.
- 8.23 *Alternative conversion of car parking space to office accommodation not considered:* The EIA Regulations (Wales) 2017 require that reasonable alternatives are considered. In this case the relocation of the approved car parking within the interchange building to a site south of the station is not considered to be a reasonable alternative.
- 8.24 *Electric charging points required for all parking spaces and for buses:* Planning Policy Wales requires that 10% of parking spaces have ULEV charging points; the application identifies

that 25 of the total 249 parking spaces will be provided with such charging provision. The number of electric vehicle charging points is therefore policy compliant.

- 8.25 The Transport Interchange itself is not the subject of this application, which relates to additional office floorspace. For information there is no requirement for EV bus charging within the interchange as there will be high turnover of buses, and no provision for layover within the Interchange building.
- 8.26 *Not complying with EIA procedural requirements:* It was agreed with the LPA at the pre-application stage that the environmental impacts of the changes should be assessed through an EIA, and the results presented in an Environmental Statement (ES) Addendum document.
- 8.27 The EIA considers the development as a whole and identifies whether the latest proposals change the findings presented in the approved Interchange ES.
- 8.28 Accordingly the ES Addendum considers only those environmental impacts that change as a result of the two additional floors and loss of a retail unit, namely Built Heritage, Townscape and Visual, Transportation, Socio Economic, and Wind Microclimate assessments. The Addendum concludes that the findings of the approved ES remain unchanged for Archaeology, Air Quality, Noise and Vibration, Water Resources, Ground Conditions, Population and Human Health, Residual and Cumulative impacts.
- 8.29 The ES Non-Technical Summary that accompanies the application summarises all of the EIA findings in non-technical language.
- 8.30 The approved interchange ES and subsequent ES Addendums are available on the Council website, linked to the relevant applications (see Planning History).
- 8.31 In accordance with the EIA Regulations the application was publicised as an Environmental Impact Assessment Application in the press and on site, and Local Members and neighbours were notified.
- 8.32 *Additional information:* The additional information submitted in February was in response to an LPA request to clarify what had already been submitted. There is therefore no requirement to re-consult.

Planning Obligations

- 8.33 The granting of planning permission in this case does not give rise to any additional planning obligations. The planning obligations required under s106 legal agreement 18/1705/MJR and deed of variation 19/2140/MJR remain in force.

Other Matters

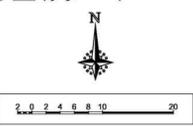
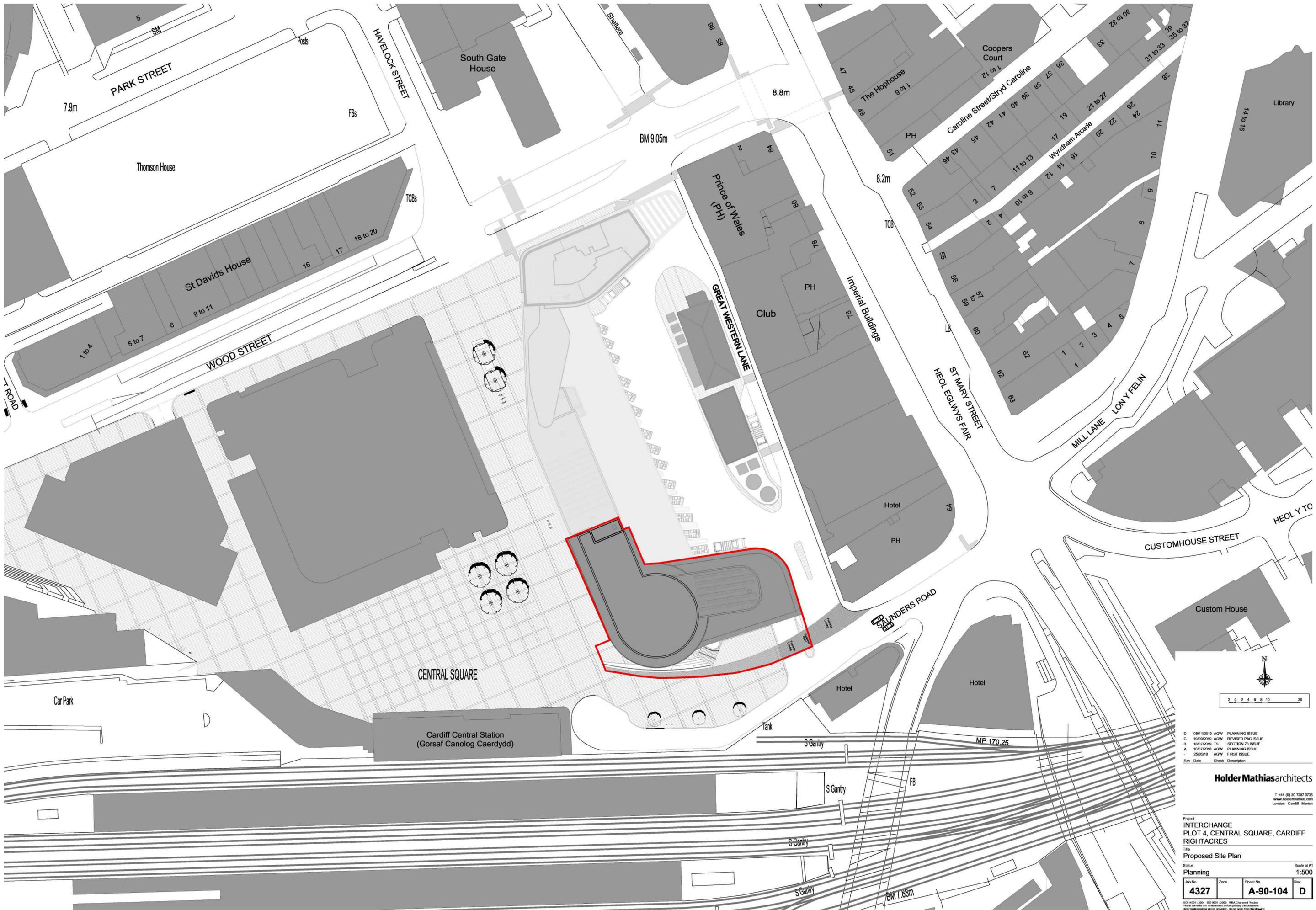
- 8.34 *Equality Act 2010:* The Act identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the

determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.

- 8.35 *Well-Being of Future Generations Act 2016*: Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

9. **CONCLUSION & RECOMMENDATION**

- 9.1 The application is fully policy-compliant. The environmental information contained within the ES Addendum and the ES Non-Technical Summary is considered sufficient to assess the environmental impact of the interchange scheme (as extended by this application), and has been taken into consideration in the assessment of this application. It is recommended that planning permission be granted subject to conditions.



D	08/11/2019	AGW	PLANNING ISSUE
C	19/09/2019	AGW	REVISED PAC ISSUE
B	18/07/2019	TS	SECTION 73 ISSUE
A	16/07/2018	AGW	PLANNING ISSUE
-	25/05/18	AGW	FIRST ISSUE
Rev	Date	Check	Description

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Project
**INTERCHANGE
 PLOT 4, CENTRAL SQUARE, CARDIFF
 RIGHTACRES**

Title
Proposed Site Plan

Status
Planning

Scale at A1
1:500

Job No	Zone	Sheet No	Rev
4327		A-90-104	D

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6.0 Response to the Objectives of Good Design



View looking down Marland Street (left) and Saunders Road (right) from Central Square