

LATE REPRESENTATIONS SCHEDULE
PLANNING COMMITTEE – 16TH SEPTEMBER 2020

PAGE NO. 1	APPLICATION NO. 20/01108/MJR
ADDRESS	ASDA CARDIFF CORYTON, LONGWOOD DRIVE, WHITCHURCH, CARDIFF
FROM:	Save the Northern Meadows
SUMMARY:	<p>Due to the huge amount of uncertainty surrounding the whole new Velindre Cancer Centre development we strongly request that the above application, that is due to go before the Council Planning Committee meeting tomorrow, be placed on hold until further clarity and certainty is ascertained by the Welsh Government.</p> <p>Questions are being raised not only from the local community but also from increasing numbers of clinicians and politicians, about the clinical model and the suitability of the site, as well as a call for an Independent Inquiry.</p> <p>The whole development on the Northern Meadow needs to be put on hold until these questions are answered. Furthermore, will the Welsh Government be funding the £26.9 million required if the development model and site is considered unsuitable?</p> <p>Today, the Senedd Petitions Committee met to discuss the above development and have raised questions for the Health Minister, the Senedd's Health Committee and Velindre to address.</p> <p>No enabling work or destruction of the meadows in any form should take place until these questions are answered. Enabling works will irreparably and significantly damage the meadows, nature reserve and the important biodiversity of the area. This cannot be allowed to happen when there is so much uncertainty of the centre being developed there.</p> <p>Cardiff's LDP already acknowledges that we do not have sufficient biodiversity in Cardiff and so to damage this area in any way, when there are questions over whether the development will go ahead there is a serious step backwards.</p> <p>For all the above reasons, we implore you to place all applications with regards to the new Velindre Cancer Centre on hold until the Welsh Government has had time to clearly scrutinise the whole development.</p> <p>Kind regards,</p>

	<p>Save the Northern Meadows</p> <p>Applications include: 20/01108/MJR 20/01110/MJR 20/01515/MJR 20/01481/MJR 20/00357/MJR</p>
REMARKS:	<p>Welsh Government has issued a “holding” Direction letter, which means that planning permission cannot be issued until Welsh Government have removed their restriction (see paragraph 1.7 of the Committee report and Head of Planning Late Representation.</p> <p>Issues of funding, the correct model of cancer care and the potential Senedd inquiry are matters outside the scope of the development management system to consider. i.e. they are not material considerations (see paragraph 8.7.2 of the Committee report).</p> <p>This application relates to the redesign of the access roads (which Velindre will use) and Asda’s car park. If permission were to be approved, this application can be implemented regardless of the Velindre scheme (see paragraphs 1.2 - 1.5 of the Committee report). Furthermore, the application boundary is located to the North of the railway cutting, and does not include land within the Northern Meadows. (see paragraph 8.1 of Committee Report)</p> <p>The adopted Development Plan (Cardiff LDP) and other material planning factors have been assessed within the report, and there are considered no grounds why the Planning Committee cannot consider this application.</p> <p>The Applications referenced above will be presented to the Planning Committee at the appropriate time. It is also noted that applications 20/01110/MJR & 20/00357/MJR also have “holding” Direction letters.</p>

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ADDRESS	ASDA CARDIFF CORYTON, LONGWOOD DRIVE, WHITCHURCH, CARDIFF
FROM:	Head of Planning
SUMMARY:	That the recommendation be altered as follows:

	RECOMMENDATION 1: That planning permission be GRANTED subject to the Local Planning Authority receiving a confirmation letter from the Welsh Ministers that the decision has not been called in, and authorises the Local Planning Authority to grant planning permission pursuant to its Direction dated 1 st July 2020 made under Article 18 of the Town and Country Planning (Development Management Procedure)(Wales) Order 2012.
REMARKS:	The recommendation is altered to take account of the letter from the Welsh Ministers ' Holding' directive.

PAGE NO. 30	APPLICATION NO. 20/00800/MNR
ADDRESS:	Land off Mill Road Tongwynlais
FROM:	Transportation Officer
SUMMARY:	The following condition has been requested:
REMARKS:	<p>Additional Condition :</p> <p>18. Notwithstanding the submitted plans, prior to the commencement of development further details of the junction between the proposed access road and the highway, to include tactile paving/dropped kerbs, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to beneficial occupation.</p> <p>Reason: To ensure that the use of the proposed development does not interfere with the safety of traffic or pedestrian accessibility in accordance with Policy T5: Managing Transport Impacts of the Cardiff Local development Plan.</p>

PAGE NO. 85	APPLICATION NO: 20/01384/MNR
ADDRESS	LAND ADJACENT 14 MARSHALL CLOSE, DANESCOURT, CARDIFF, CF5 2QQ
FROM:	Ollie Hinds & Emily Kingman (Lead Petitioners)
SUMMARY:	<p>Wish that the following statement is made available to Members;</p> <p>'As residents of Marshall Close, we believe that the proposed development is not suitable in terms of pedestrian safety, parking strain and urban design. I will begin with the first two concerns.</p>

Marshall Close is a quiet cul-de-sac in Danescourt where families enjoy a compact yet open living amenity. The road is narrow, due to its original pedestrianised use as a show close, with little parking available, due to the cul-de-sac design and hammerhead turning area.

We have considerable concern for the safety of residents and other pedestrians accessing the close. There is an access lane at the end of the close that provides a shortcut to the local primary school, making it a busy through-route for parents and their children.

The proposed development will lead to increased pedestrian conflict with vehicles as it will put additional strain on parking in the close. This will also cause issues for delivery, service and emergency vehicles, as well as access to the existing properties.

Whilst we appreciate the need for additional housing, this development will contribute one 2-bed dwelling. The solution should not be to squeeze a house onto a well-utilised driveway and back garden of an existing property, when this will ultimately cause harm to the amenity for the existing residents and pedestrians.

Furthermore, not only will parking be reduced for the existing property from two off-road spaces and a garage to one narrow forecourt parking space, but only one narrow space can be accommodated in the new property.

In terms of urban design, the scale and massing do not respond to the existing street scene; resulting in an unbalanced and asymmetrical terracing effect. Most importantly, the Infill Supplementary Planning Guidance states that relying on obscurely glazed or non-opening windows is *not* a preferred means of achieving privacy. This application requires obscure non-opening windows in the rear to make it viable. We do not believe this is acceptable for future dwelling occupants.

In addition, the design cannot mirror the existing semi-detached dwelling or be of sustainable quality or design due to the small size of the plot.

We also note that there is considerable development occurring in the local area, namely at Plasdŵr and the BBC site. Although infill and windfall help meet the needs

	<p>of the city, there are sites much more appropriate for housing. Whilst we live in a residential area, cramming another house into the driveway of number 14 is not the solution.</p> <p>We strongly object to the negative effect of this application on our amenity and on many of us as residents of Marshall Close. We hope that the overwhelming number of objections from our surrounding community, gathered via our petition, help to support our cause for concern.'</p>
REMARKS:	Noted, the issues raised above have been considered as part of the Officers report.