

LOCAL MEMBER, AS/MS OBJECTION & PETITION

COMMITTEE DATE: 15/12/2021

APPLICATION No. **21/01359/MJR** APPLICATION DATE: 07/06/2021

ED: **LLANDAFF**

APP: TYPE: Full Planning Permission

APPLICANT: Cardiff Council Housing Development

LOCATION: LAND AT FORMER WASTE TRANSFER CENTRE, WAUN GRON PARK ,LLANDAFF, CARDIFF

PROPOSAL: MIXED USE HOUSING DEVELOPMENT COMPRISING 44NO. 1 AND 2 BEDROOM APARTMENTS, OFFICE AND COMMERCIAL SPACES, ALONG WITH THE PROVISION OF A NEW HIGHWAY TO ACCOMMODATE A BUS INTERCHANGE, IMPROVED CYCLE AND PEDESTRIAN ACCESS AND ASSOCIATED WORKS

RECOMMENDATION 1 : That subject to whether the Welsh Government decides to call in this application the Planning Committee are minded that planning permission be **GRANTED** subject to the applicant entering a **SECTION 106** Unilateral Undertaking as described in Section 10 of this report and the following conditions:

1. C01 Statutory Time Limit
2. This approval is in respect of the following drawings and documents:
 - Design and Access Statement (prepared by Powell Dobson);
 - Ecology (prepared by Pure Ecology);
 - Tree Survey and Constraints Plan (prepared by Treescene);
 - Supplementary Controlled Waters Risk Assessment (prepared by Earth Science Partnership document ref. 6272b.04.3151);
 - Plans and Drawing for the Bus Interchange (prepared by Lime Transport);
 - Proposed Interchange (drawing ref. 20051.OS.109.01);
 - Swept Path Analysis (drawing ref. 20051.OS.109.02);
 - Swept Path Analysis (drawing ref. 20051.OS.109.03);
 - Swept Path Analysis (drawing ref. 20051.OS.109.04); o Swept Path Analysis (drawing ref. 20051.OS.109.05);
 - Swept Path Analysis (drawing ref. 20051.OS.109.06);
 - Swept Path Analysis (drawing ref. 20051.OS.109.07);
 - Transport Assessment (prepared by Lime Transport);
 - Parking Beat Survey 06.05.2021 (prepared by Lime Transport);Land at The Former Waste Transfer Centre at Waun Gron Park May 2021 Page 2 of 3 Cover Letter

- Drainage Assessment, Plans and Drawings (prepared by Curtains);
- Proposed Drainage Layout (drawing ref. DR C 92001 P03)
- Drainage Statement (ref. 075716-CUR-00-XX-RP-D-00001-V01_Drainage Statement)
- Noise and Vibrations Impact Assessment (prepared by Wardell Armstrong);
- Air Quality Impact Assessment (prepared by Wardell Armstrong);
- 1889-Urb-Xx-Xx-Dr-La-Ga-006 Rev F Landscape - General Arrangement
- 1889-Urb-Xx-Xx-Dr-La-Ga-016 Rev D Landscape General Arrangement -Terrace
- 1889-Urb-Xx-Xx-Dr-La-Ga-017 Rev P02 Tree Pit in Soft Landscape and Integrated with Suds dated 18/11/21
- 1889-Urb-Xx-Xx-Dr-La-Ga-020 Typical Green Screen Detail
- 1889-Urb-Xx-Xx-Dr-La-Ga-021 Rev P02 Typical Tree Pit Detail in Raised Planter
- 1889-Urb-Xx-Xx-Dr-La-Ga-201 Rev E Landscape - Soft Works
- Arboricultural Impact Assessment and Arboricultural Method Statement dated 11/11/21
- Landscape DAS Input dated May 2021Rev B
- Outline Specification dated 18/05/2021 Rev P02
- Site Location Plan (ref. 19127(05)100);
- Site Layout Plan (ref. 19127(05)101C);
- Proposed Ground Floor Plan (ref. 19127(05)102C);
- Proposed First Floor Plan (ref. 19127(05)103B);
- Proposed Second Floor Plan (ref. 19127(05)104B);
- Proposed Third Floor Plan (ref. 19127(05)105B);
- Proposed Fourth Floor Plan (ref. 19127(05)106B);
- Proposed Fifth Floor Plan (ref. 19127(05)107B);
- Proposed Sixth Floor Plan (ref. 19127(05)108B);
- Proposed Roof Plan (ref. 19127(05) 114;
- Proposed Elevations (ref. 19127(05)109B);
- Bike Store Plans and Elevations (ref. 19127(05)111);
- Proposed Street Elevations – Coloured (ref. 19127(05)112A);
- Proposed Site Sections (ref. 19127(05)113A); and
- PDA 19127 Waungron Road Schedule – Revision E.

Reason: To avoid doubt and confusion as to the approved drawings.

3. No development other than demolition shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment (LDP Policy EN10).

4. No development shall take place, including any works of demolition, until a Demolition Management Plan (DMP) has been submitted to, and approved by the Local Planning Authority. The plan shall provide for:
 - (a) the parking of vehicles of site operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials used in constructing the development
 - (d) the erection and maintenance of security hoarding
 - (e) wheel washing facilities
 - (f) measures to control the emission of dust and dirt during construction
 - (g) a scheme for recycling/disposing of waste resulting from demolition and construction works.
 - (h) details of the persons and bodies responsible for activities associated with the DMP and emergency contact details.
 - (i) dust/dirt suppression methods

The demolition shall thereafter be implemented in accordance with the approved DMP.

Reason: In the interests of highway safety and public amenity (LDP Policies T5 and EN13).

5. No development other than demolition shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP shall include:
 - (a) Details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
 - (b) Details of fuel and chemical storage and containment and wastewater.
 - (c) Demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
 - (d) Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
 - (e) Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.
 - (f) Wheel washing facilities
 - (g) Construction staff parking area, welfare cabins, storage areas and site hoardings.

- (h) Delivery routes and times for delivery vehicles to enter and leave the site.
- (i) Dust/Dirt suppression methods
- (j) Details of site hoardings,
- (k) Details of site access,
- (l) A strategy for the delivery of plant and materials,
- (m) Traffic management proposals

The construction shall thereafter be implemented in accordance with the approved CEMP.

Reason: In the interest of highway safety, to limit the impact of the construction on use of the adjacent highway, in the interests of public amenity and biodiversity (LDP Policies T5, EN6 and EN11)

6. Prior to the occupation of the residential units, a pre-occupation validation noise survey shall be conducted and submitted to the local planning authority to demonstrate that the noise mitigation measures detailed in Noise and Vibration Assessment Report (Ref CA11784-0001) are achieved.

Reason: To ensure the amenities of future occupants are protected (LDP Policy EN13).

7. In accordance with the Noise and Vibration Assessment Report (Ref CA11784-0001) the noise rating level from the commercial activities at the site shall not exceed 41dB (day) and 26dB (night) at any residential property when measured and corrected in accordance with BS 4142: 2014 +A1 2019 (or any British Standard amending or superseding that standard).

8. No above ground works on the bus interchange shall take place until details showing the provision of cycle parking spaces have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the bus interchange 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 sheltered and secure parking of cycles at the bus interchange (LDP Policy T3).

9. Details of the design and siting of litter bins shall be submitted for the approval of the local planning authority. The approved bins shall be provided prior to the beneficial use of the bus interchange and shall thereafter be maintained.

Reason. To ensure an orderly form of development (LDP Policy T3).

10. Notwithstanding the submitted plans prior to above ground works commencing a tree pit section and finalised plant schedule for the rooftop terrace planting shall be submitted for the approval of the local planning authority and then implemented as approved prior to the apartments being brought into beneficial use.

Reason: In the interests of the amenities of future occupants (LDP Policy KP5).

11. Prior to above ground works commencing a full topsoil and subsoil specification shall be submitted for the approval of the local planning authority for all planting types, as drawn up by a soil scientist who is familiar with the proposed landscaping, full parameters for all soils, imported or site won and shall then be implemented as approved prior during the first planting season following the apartments and bus interchange being brought into beneficial use. Site won/in-situ soils must only be used if a Soil Resource Survey and Plan is undertaken and demonstrates fitness for purpose.

Reason: In the interests of enhancing the appearance of the development (LDP Policy KP5).

12. Prior to above ground works commencing a detailed planting and aftercare methodology shall be submitted for the approval of the local planning authority and shall then be implemented as approved prior during the first planting season following the apartments and bus interchange being brought into beneficial use.

Reason: In the interests of enhancing the appearance of the development (LDP Policy KP5).

13. No equipment, plant or materials shall be brought onto the site for the purpose of development until retained trees on have been safeguarded in accordance with the Arboricultural Method Statement and Tree Protection Plan dated 11 November 2021.

Reason: To protect trees of amenity value that might be damaged by building works or related operations (LDP Policy EN8).

14. 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.

Reason: To maintain and improve the amenity of the area (LDP Policy KP5).

15. No development other than demolition shall take place until samples of the external finishing materials have been submitted for the approval of the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

Reason: To ensure that the finished appearance of the development is appropriate for the area (LDP Policy KP5).

16. Should there be any proposed floodlighting associated with the scheme, then prior to commencement of development a scheme shall be submitted for the approval of the Local Planning Authority to provide that :

- Light into neighbouring residential windows generated from the floodlights shall not exceed 10 Ev (lux) (vertical illuminance in lux).
- Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.
- The floodlighting shall be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 5%.

The submitted scheme shall include an isolux diagram showing the predicted illuminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent properties. The approved scheme shall be implemented prior to beneficial use and be permanently maintained.

Reason: To ensure that the amenities of are protected (LDP Policy EN13).

17. No member of the public shall be admitted to or allowed to remain on the premises of the A3 retail unit between the hours of 23.00 and 07.30 on any day.

Reason: To ensure that the amenities of are protected (LDP Policy EN13).

18. The extraction of all fumes from the approved A3 unit shall be mechanically extracted to a point to be approved by the Local Planning Authority, and the extraction system shall be provided with a de-odorising filter. Details of the above equipment shall be submitted to, and approved by, the Local Planning Authority and the equipment as approved shall be installed prior to the commencement of use for the cooking of food. The equipment shall thereafter be maintained in accordance with the manufacturers' guidelines, such guidelines having previously been approved by the Local Planning Authority.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity of the A3 use are protected (LDP Policy EN13).

19. No above ground development shall take place until details of exterior CCTV cameras and their arcs of coverage have been submitted for the approval of the Local Planning Authority and the development shall not be brought into beneficial use until the CCTV cameras have been installed as approved.

Reason: In the interests of safety (LDP policies KP5 and H6).

20. The mitigation measures identified in Section 5 of the Ecological Assessment by Pure Ecology shall be fully implemented prior to any part of the development being brought into beneficial use.

Reason: In the interests of biodiversity (LDP Policy EN6).

21. Prior to the commencement of any development on site including demolition details of existing and proposed finished ground levels and the slab level of the apartment building shall be submitted for the approval of the Local Planning Authority and then implemented as approved.

Reason: To avoid any doubt as to the finished level of this site and to

ensure ease of movement (LDP Policies KP5 and T5).

22. The cycle parking detailed in the application and shown on the approved plans shall be provided prior to beneficial occupation of the development and thereafter maintained for the use of parking cycles.
Reason: To ensure sufficient cycle parking for future occupants is provided (LDP Policy T1 and T5).
23. Prior to the commencement of development, other than demolition, a scheme of highway and public realm works to the footways, carriageways and junctions that form and adjoin the site on Western Avenue and Waun Groan Road as illustrated in the submission, shall be submitted to the Local Planning Authority for approval. The scheme to include but not limited to the provision of the interchange road, junctions and repaving, including surfacing, kerbs, edging, drainage, lighting, lining, signing, telematics/signals, Traffic Orders, trees, soft and hard landscaping, bus stops/shelters and street furniture as required as a consequence of the scheme. The approved scheme shall be implemented prior to the beneficial use of any part of the development.
Reason: To ensure the provision of the interchange highway and junctions and provide an improved public realm environment in accordance with the permission to facilitate safe commodious access to and use of the proposed development (LDP Policies KP5, T1, T3 and T5).
24. No part of the development hereby permitted shall be occupied until a Travel Plan, to include but not limited to, the promotion of walking, cycling, public transport and other alternatives to the ownership and use of private cars has been submitted to and approved by the Local Planning Authority.
Reason: In the interest of sustainability and to limit the impact of the development on use of the adjacent highway LDP Policies T1 and T5).
25. Prior to any above ground works details of the public art to be displayed on the exterior of the apartments shall be submitted to and approved by the local planning authority and implemented as approved prior to the building being brought into beneficial use.
Reason: In the interests of enhancing the appearance of the building (LDP Policy KP5).
26. Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017), unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

27. The remediation scheme approved by condition 28 must be fully undertaken in accordance with its terms prior to the occupation of any part of the development. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017), unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

28. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved by the Local

Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

29. 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 approved by the Local Planning Authority. Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.
30. Any aggregate (other than virgin quarry stone) or recycled aggregate material 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 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 material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority. Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.
31. 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 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 EN13 of the Cardiff Local Development Plan.

RECOMMENDATION 2 : The applicant is advised that section 3.25 of Planning Policy Wales states that the land use planning system should take account of the

conditions which are essential to the Welsh language and in so doing contribute to its use and the Thriving Welsh Language well-being goal. In this context and with regard to the Welsh Language (Wales) Measure 2011, it is recommended that: (1) developments adopt a Welsh name that is consistent with the local heritage and history of the area, (2) during the construction phase, on site marketing information (i.e. text on construction hoardings / flags / banners – as consented) be provided bilingually and (3) for commercial developments, shopfront / premises signage be provided in Welsh or bilingually. Where bilingual signage is provided, Welsh text must not be treated less favourably in terms of size, colour, font, prominence, position or location (it is recognised that Welsh translation does not extend to company / business names). Cardiff Council's Bilingual Cardiff team (BilingualCardiff@cardiff.gov.uk) can provide advice on unique and locally appropriate Welsh names for developments, bilingual marketing / branding and bilingual signage.

RECOMMENDATION 3 : Since January 7th 2019, all new developments of more than 1 house, or where the construction area is 100 square metres or more, require sustainable drainage to manage on-site surface water. Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by the Welsh Ministers.

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

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

RECOMMENDATION 4 : The contamination assessments and the effects 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;
- (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.

1. **DESCRIPTION OF DEVELOPMENT**

- 1.1 The proposal comprises the redevelopment of an existing brownfield site, formerly used as a civic amenity site. The proposal is for full planning application for a mixed-use housing development comprising 44 no. apartments, an ancillary office and 2 retail units, along with the provision of new highway works to accommodate a Bus Interchange, improved cycle and pedestrian access and associated works.
- 1.2 The following are proposed as part of the development:
- The provision of 44 residential units within a building that varies from 4, 5 and 7 storeys in height.
 - The provision of an ancillary B1 (165.1sqm) use at ground floor within the north-eastern corner of the building
 - The provision of an A3 (117.6sqm) unit at ground floor within the north-western corner side of the building
 - The provision of an A1 (101sqm) use floorspace at ground floor along the western side of the building
 - The provision of ancillary storage and facilities centrally sited for future residents of the building
 - Bus Interchange
 - Public realm improvements and
 - Associated landscaping
- 1.3 The residential accommodation will comprise of 40 x one-bedroom apartments, with 4 x two bedroom apartments. The scheme is aimed principally at single occupancy residents. 21 of the units (all one-bedroom units) will provide short term accommodation, supported by the housing staff who will be located within the ground floor office 24 hours a day. The other 23 will be used for permanent accommodation.
- 1.4 The Housing Officer has confirmed that “the scheme will not be for families so no children will be housed here. That will be part of the local lettings initiative for the scheme. The small number of 2 beds will be for couples who need separate bedrooms (due to support or care) or people wishing to share – we have a small demand for these types of 2 beds on our waiting list”.

- 1.5 The proposed new-build development will be stepped and staggered in height. The building will start at 4 storeys in height towards the northern end of the site, and eventually increasing to 7 storeys towards the southern edge of the building.
- 1.6 The development will include:
- Two secure internal secure cycle storage facilities, 48 stands for residents 4 stands for office staff;
 - External bike store and racks for users/employees of the commercial units and users of the bus interchange;
 - Separate bin storage for both temporary and permanent accommodation;
 - Separate bin storage for the office; and
 - Bin storage for commercial units contained within the units
 - Internal general service area;
 - Generator room; and
 - Sub Station room
 - Private winter gardens in each of the permanent apartments, with the exception of 3 ground floor units which have an open front porch area, (the shorter term accommodation will not have balconies);
 - Large shared roof terrace for use by all residents some 350 sq m in area at first floor level.
- 1.7 When the application was submitted there was an extant planning permission (ref. 16/01565/MNR) for the clearance of the Waste Transfer Centre and change of use to a Transport Hub Bus Interchange. The permission permitted the following development:
- The opening of a new access point off Western Avenue to the north of the railway bridge with a new Toucan crossing;
 - The reconfiguration/refurbishment of the existing site access point on Waungron Road with a new Toucan crossing;
 - The linking of the two access points with a new road surface, with a central two-lane carriageway and bus stop lanes either side;
 - New footpaths either side of the new road with 5no. new bus shelters;
 - A new point of access to the proposed new development site;
 - Pedestrian footpath and crossing improvements around the site.
- 1.8 The applicant states that “The energy use strategy seeks to adopt heating and power solutions that will drastically reduce CO2 emissions, maximise the use of renewable technology (no gas boilers) and reduce the demand our homes will have on the grid. This will be achieved by designing in from the start Photo Voltaic panels linked to battery storage, heating via Ground Source Heat pumps (GSHP) and mechanical heat recovery systems. This result in high a performing building, achieving significant improvement against Part L of the Current (2014) Building Regulations. It will also drastically reduce energy bills for tenants.”
- 1.9 The intention is that Waun Gron will become a transport hub; there is the existing City Line rail provision, and the new bus interchange will contribute towards achieving the Council’s target of a 50/50 modal split of car travel and public transport. The applicant says that the provision of a new bus interchange in this location will help increase the number of destinations that can be accessed from the west of the city.

- 1.10 It is proposed to provide signalised junctions at the northern end at the interchange (onto Waun Gron Road) and southern end of the road (onto Western Avenue). The pedestrian crossings would be provided on a raised table providing priority and an easy access for pedestrians and cyclists. It is considered that these crossings will also slow down vehicles travelling along the main interchange road. The interchange road will only be accessible for buses and refuse vehicles, and no access will be provided for other vehicles. It is proposed to extend yellow box road markings on the A48/Western Avenue to ensure that no traffic blocks the entrance and exit to the new interchange road for buses.
- 1.11 The applicant says that the design of the bus interchange has been revised from that originally approved as part of this scheme to enable the integration of the housing and transport elements, provide more space for public realm improvements and better accessibility for pedestrians and cyclists. Four rather than five bus shelters are now shown.
- 1.12 The design for the transfer hub has facilities provided for the pulling in and over-stay for buses and the inclusion of bus shelters with digital real-time information displays. Pedestrians and cyclists are accommodated with the provision of a wide shared footway / cycleway which joins Waungron Road with Western Avenue, controlled crossing areas with easy access to bus and train services with the adjoining Waungron Road station.
- 1.13 The design has considered the surface water drainage and a new system designed, with an element of the existing system being diverted to allow for the proposed new retaining wall which is essential to safe guard the existing Network Rail embankment which runs parallel to the site.
- 1.14 Seventeen trees are to be planted.
- 1.15 A 30m section of green wall is to be created along the boundary with Waungron station. The remainder of this boundary (south of the proposed green wall) will be retained as per application 21/02064/MNR.

2. **DESCRIPTION OF SITE**

- 2.1 Waungron Road (B4488) runs along the northern boundary of the site comprising a double carriage way providing direct links to the city centre heading east via Cathedral Road (east) and St Fagans heading west via St Fagans Road.
- 2.2 Western Avenue (A48) borders the eastern boundary of the site. This A road provides links to wider areas of North Cardiff. Additionally, the A48 provides easy access to wider areas south of the site.
- 2.3 As the area is predominately built up residential, both roads adjoining the site (B4488 and A48) have a speed limit of 30mph.
- 2.4 A rail line adjoins the western boundary of the site with Waungron Park railway station sited along the north-western corner of the site. The railway station is elevated above the level of the site.

- 2.5 The site is some 4270 sqm in area and is triangular in shape.
- 2.6 Beyond the roads and railway lines are residential properties comprising an array of dwellings including, detached, semidetached and terraced. Most of the housing is two storeys in height, although there are examples of three storey residential development within the surrounding area both east and west along Waungron Road and north along Western Avenue. Travelling south toward Ely Bridge, a short distance away from the site, the primarily residential area becomes more fragmented and gives way to a mix of light industrial and warehousing along major roads into the city centre.
- 2.7 There is a bus shelter adjoining the site on the southern side of Waungron Road and a bus shelter on the northern side of the road on the western side of the railway bridge. The 61 and 64 bus service passes along Waun Gron Road and the 15 bus service passes along Western Avenue adjoining this site. There is a bus shelter on the eastern side of Western Avenue directly opposite the site and a bus shelter on the western side of Western Avenue 150m north of the site.
- 2.8 There is a newsagent and takeaway within immediate proximity of the site. The nearest parade of shops is 250m east of the site along Waun Gron Road, with the nearest church being 250 metres west of the site.
- 2.9 The site is not affected by an ancient monument, Article 4 direction, Conservation Area, Listed Building, Local Listed Building, Historic Park and Gardens, Historic Landscape, Ramsar Site, SINC, SSSI, Archaeological Sensitive Area or TPO. The site is not in a flooding zone.
- 2.10 There is a Next Bike facility located just a few yards west of the site.

3. **SITE HISTORY**

- 3.1 16/01565/MNR Cardiff West interchange – bus transport hub, change of use from waste transfer depot to new highway incorporating bus transport hub approved 1 November 2016. Previous use Household Waste Recycling Centre.
- 3.2 21/02064/MNR Installation of a retaining wall with the railway embankment at the site of former waste transfer – currently undetermined.
- 3.3 21/02434/MNR VARIATION OF CONDITION 1 OF 16/01565/MNR TO ALLOW A FURTHER 5 YEARS TO COMMENCE WORKS – *(received on 12/10/21 prior to expiry of original consent)* – undetermined

4. **POLICY FRAMEWORK**

- 4.1 The following LDP policies are considered relevant:
KP1 Level of Growth
KP5 Good Quality and Sustainable Design
KP6 New Infrastructure
KP7 Planning Obligations
KP8 Sustainable Transport

KP12 Waste
KP13 Responding to Evidenced Social Needs
KP14 Healthy Living
KP15 Climate Change
KP16 Green Infrastructure
H3 Affordable Housing
H6 Change of Use or Redevelopment to Residential Use
EN12 Renewable Energy and Low Carbon Technologies
EN13 Air, Noise, Light Pollution and Contaminated Land
EN14 Flood Risk
T1 Walking and Cycling
T3 Transport Interchanges
T5 Managing Transport Impacts
T6 Impact on Transport Networks and Services
C1 Community Facilities
C3 Community Safety / Creating Safe Environments
W2 Provision for Waste Management Facilities in Development

- 4.2 In addition to the above policies, the following SPGs are considered to be relevant:

Tall Buildings Design Guide
Green Infrastructure (November 2017), comprising of:
Ecology and Biodiversity Technical Guidance Note
Trees and Development
Protection and Provision of Open Space in New Development
Soils and Development
Waste Collection & Storage Facilities (October 2016);
Planning Obligations (January 2017);
Residential Design Guide (January 2017);
Managing Transportation Impacts (Incorporating Parking Standards) (July 2018).

- 4.3 PPW Wales (edition 11)
- 4.4 National Development Plan (Feb 2021)
5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 Regeneration states:

Request for Community Facilities

The Cardiff Planning Obligations SPG 2017 (Section 8 – Community Facilities) states that ‘Growth in population arising from new development generates demand for and increases pressure on community facilities. To meet the needs of future residents, it may be necessary to meet this additional demand through:

- The provision of new facilities,
- The extension to, or upgrading of, existing facilities’.

If no onsite provision is proposed, a financial contribution is sought on residential developments containing 25 or more new dwellings where it has been identified

that investment in community facilities will be required to meet the needs of the new population.

The formula in the SPG is based on the number of bedrooms and associated occupancy figures per dwelling, and is calculated as follows:

No. of bedrooms	Number of Dwellings	Contribution per dwelling	Totals
1 bed x 40	£720.51	£28,820.48	
2 bed x 4	£997.63	£3,990.53	
TOTALS:		£32,811.01	

In summary, the following contribution is sought from the developer:

£32,811.01

Community Infrastructure Levy (CIL)

CIL Regulation 122(2) provides:

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Comments in respect of the request for contributions towards community facilities are as follows:

- (a) Necessary to make the development acceptable in planning terms:

The Cardiff Planning Obligations SPG was formally adopted by Council on 26th January 2017. The SPG was adopted to help to ensure that developments contribute toward the provision of necessary infrastructure and measures required to mitigate their impact. Policy KP6 of the Cardiff Local Development Plan (adopted January 2016) supports the provision of community facilities as part of new residential developments.

It is also in accord with Planning Policy Wales which supports the negotiation of planning obligations and states “Contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable”. A development proposing a significant increase in population, such as this, would create pressures on existing local facilities that need to be offset via a financial contribution. It would be unacceptable to grant planning consent in the absence of such provision.

- (b) Directly related to the development

Several community facilities are located within proximity to the site and are likely to experience an added pressure as a result of the new population. It is envisaged that a forthcoming community facilities contribution would be directed towards one of these facilities.

(c) Fairly and reasonably related in scale and kind to the proposed development
Contributions towards community facilities are derived using a formula-based calculation which takes into account, amongst other things, the size of the residential development and the projected increase in population.

5.2 Waste Officer states:

Plans detailing waste storage and collection are acceptable. These facilities must be retained for future use for waste storage.

Waste management have no further observations or objections to the proposed development.

5.3 The Education Officer has no comments as the development is below their threshold for a claim.

5.4 The Tree Officer initially requested some amendments and further details. He would prefer landscaping details upfront but considers these conditions to be relevant:

Prior to above ground works commencing a tree pit section and finalised plant schedule for the rooftop terrace planting shall be submitted for the approval of the local planning authority and then implemented as approved prior to the apartments being brought into beneficial use. Reason: In the interests of the amenities of future occupants (LDP Policy KP5)

Prior to above ground works commencing a full topsoil and subsoil specification shall be submitted for the approval of the local planning authority for all planting types, as drawn up by a soil scientist who is familiar with the proposed landscaping, full parameters for all soils, imported or site won and shall then be implemented as approved prior during the first planting season following the apartments and bus interchange being brought into beneficial use. Site won/in-situ soils must only be used if a Soil Resource Survey and Plan is undertaken and demonstrates fitness for purpose. Reason: In the interests of enhancing the appearance of the development (LDP Policy KP5)

Prior to above ground works commencing a detailed planting and aftercare methodology shall be submitted for the approval of the local planning authority and shall then be implemented as approved prior during the first planting season following the apartments and bus interchange being brought into beneficial use. Reason: In the interests of enhancing the appearance of the development (LDP Policy KP5)

No equipment, plant or materials shall be brought onto the site for the purpose of development until retained trees on have been safeguarded in accordance with the Arboricultural Method Statement and Tree Protection Plan dated 11 November 2021. Reason: To protect trees of amenity value that might be damaged by building works or related operations (LDP Policy EN8).

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. Reason: To maintain and improve the amenity of the area (LDP Policy KP5)

5.4 Air Quality Officer states:

Thank you for sending the AQ information. I am satisfied with the document and have no more comments in relation to air quality.

5.5 The Neighbourhood Services Officer states:

I understand from reading the Pre-Application Report that the applicant has agreed to the following conditions:

- Prior to the occupation of the residential units, a pre-occupation validation noise survey shall be conducted in order to demonstrate that the noise mitigation measures detailed in Noise and Vibration Assessment Report (Ref CA11784-0001)

Reason: To ensure the amenities of future occupants are protected

- In accordance with the Noise and Vibration Assessment Report (Ref CA11784-0001) the noise rating level from the commercial activities at the site shall not exceed 41dB (day) and 26dB (night) at any residential property when measured and corrected in accordance with BS 4142: 2014 +A1 2019 (or any British Standard amending or superseding that standard).

Reason: To ensure the amenities of future occupants are protected

If my understanding of the report is correct, that I would recommend approval subject to these conditions.

5.6 Pollution Control state:

Shared Regulatory Services (SRS) Environment Team provides the comments below in relation to land quality. The following information has been provided in relation to the above application:

ESP, February 2019; Supplementary Controlled Waters Risk Assessment
ESP, May 2018; Supplementary Geo-Environmental Assessment
Document Reference – 6272b.03.2986 Draft (including appended ESP Report 6272b.2573 and ESP Report 6272b.02.2678)

The above Geoenvironmental Assessment Report includes a detailed assessment of contamination and associated risks to human health and the environment. Investigations identify contaminants of concern (asbestos) and provides general guidance in relation to remediation and mitigation works. A detailed remediation strategy and verification plan (including appropriate proposals to remediate the site and procedures for validating the works undertaken and provision of a remediation validation report) will need to be submitted for approval.

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.

Shared Regulatory Services requests the inclusion of the following conditions and informative statement in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan:

CONDITIONS

PC14B. CONTAMINATED LAND MEASURES – REMEDIATION & VERIFICATION PLAN

Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017), unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

PC14C. CONTAMINATED LAND MEASURES - REMEDIATION & VERIFICATION

The remediation scheme approved by condition x (PC14B above) must be fully undertaken in accordance with its terms prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Within 6 months of the completion of the measures identified in the approved

remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017), unless the Local Planning Authority agrees to any variation.

Reason : To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

PC14D. CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

PC15A IMPORTED SOIL

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 EN13 of the Cardiff Local Development Plan.

PC15B IMPORTED AGGREGATES

Any aggregate (other than virgin quarry stone) or recycled aggregate material 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 material 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 EN13 of the Cardiff Local Development Plan.

PC15C USE OF SITE WON MATERIALS

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 EN13 of the Cardiff Local Development Plan.

ADVISORY/INFORMATIVE

R4 CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

The contamination assessments and the effects 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;
- (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.

5.7 The Parks Officer states:

Open Space Provision

These comments relate to the current LDP (C5 Provision for Open Space, Outdoor Recreation, Children's Play and Sport; KP16 Green Infrastructure) and the supporting Green Infrastructure SPG specifically the Protection and Provision of Open Space in New Developments (TGN) and Planning Obligations Supplementary Planning Guidance (SPG).

The Council's LDP requires provision of a satisfactory level and standard of functional open space on all new housing/student developments, or an off-site contribution towards existing functional open space for smaller scale developments where new on-site provision is not applicable.

Based on the information provided on the number and type of units, I have calculated the additional population generated by the development to be 59.2. This generates an open space requirement of 0.14ha of on-site open space based on the criteria set for Housing accommodation, or an off-site contribution of £61,423. Please note that the occupancy rates to provide these figures are 1.3 person for 1 bedroom apartment and 1.8 for 2 bedroom but if the scheme will largely be aimed at single occupancy perhaps these figures could be revised. I enclose a copy of the calculation.

The development includes private amenity spaces in the form of winter gardens/balconies, the spaces between the front doors and public footway on Western Avenue and the shared terrace on the first floor but these cannot be regarded as functional open space and therefore an off-site contribution is required. The contribution will go towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality.

The request for an offsite contribution is applied consistently across both private and affordable house developments. In providing for the additional residents the development will result in increased use of local public open spaces, with a corresponding need for increased maintenance, more rapid upgrading and potential expansion of existing facilities. This is regardless of the financial model

for the development.

The use of S106 contribution from this development will need to satisfy CIL and the current distance requirements set out in the 2017 Planning Obligations SPG – play areas 600m, informal recreation 1000m, and formal recreation 1500m, measured from edge of the site.

In the event that the Council is minded to approve the application, I assume it will be necessary for the applicant and the Council to enter into a Section 106 Agreement to secure payment of the contribution.

Consultation will take place with Ward Members to agree use of the contribution, and this will be confirmed at S106 stage. The closest areas of functional open space are:

- Llandaff – Llandaff Green
- Fairwater – Waun Gron Park, Fairwater Park, Fairwater Green, Fairwater Recreation Ground
- Canton – Victoria Park, Thompsons Park
- Ely – Mill Road Sports Ground
- Caerau – Trelai Park

Other Comments

No Parks or Highways Trees are affected. Otherwise I would defer to Ed Baker's comments on the impact on any other existing trees and proposed new trees and landscaping within the plans.

I note the external areas including public realm, trees and landscaping offered for adoption. Which department within the Council would be expected to look at these? From looking at such areas around the city on iShare responsibility appears to be mixed between the different departments.

5.8 The Transport Officer states:

Background

The application is for a mixed-use residential flat development comprising 44 apartments, 40 x 1 bed and 4 x 2 bed, together with the provision of a bus interchange, associated office use (165.1sqm) and commercial retail floorspace including A1 (101sqm) and A3 (117.6sqm).

The site comprises a vacant brownfield site that previously accommodated a household waste recycling centre which ceased operation in 2014 as part of a wider rationalisation of the Council's waste services. The current application is based on the extant planning permission 16/01565/MNR and builds on the principle of establishing a bus transport hub on the site.

The residential element of the development will consist entirely of council owned flats aimed at single occupancy residents, of which 21/circa 50% will provide

temporary supported accommodation, with housing staff based on site 24 hours a day. The scheme will not be for families and residents of the supported housing (in particular) are unlikely to own to cars.

The bus interchange is made up of through road with northbound and southbound stops/shelters which will help maximise the ability to switch between public transport modes and reduce car dependency; helping to enable a car-free lifestyle for both existing residents and tenants, and encourage travel by sustainable modes.

Two secure internal cycle stores, consisting of 48 stands for residents and 4 stands for office staff, along with an external cycle store and racks for users/employees of the commercial units and bus interchange will be provided. The ground floor will also house bin storage for the accommodation and the office, with bin storage for commercial units contained within the individual units. No car parking is provided for any of the proposed uses.

The site is bounded by Western Avenue to the east, in a sustainable location on a major route in/out of Cardiff city centre with frequent bus services in all directions. Waun Gron Park railway station is located on the western boundary of the site, providing a direct rail link to the city centre and beyond.

Comments:

The bus interchange is provided in the form of a new road running south-east/north-west through the site, alongside and parallel to the Waun Gron Park station on the City Line. The interchange road will only be accessible to buses and refuse vehicles, no access will be provided to the development for other vehicles. While following the principles established by the 2016 permission, the design of the bus interchange has been revised to enable better integration of the housing and transport elements, provide more space for public realm improvements and better accessibility for pedestrians and cyclists.

To provide access to the bus interchange signalised junctions will be constructed at the northern end of the new road at Waun Gron Road and southern end at Western Avenue. The junctions will incorporate tabled pedestrian and cycle crossings. The junctions will also provide for new and improved crossings on Western Avenue, Fairwater Grove West and Waun Gron Road. The proposed junction layouts are based on the previously agreed scheme (minus the access to the now residential element) and yellow box road markings will be provided to ensure traffic does not block the entrance and exit for buses. The interchange includes bus shelters with digital real-time information displays and wide shared footways between Waun Gron Road and Western Avenue, to provide easy access to bus and trains services.

The development is proposed to be car free and as such does not include any on-site resident or employee car parking. The car free/zero parking nature of the proposed development is considered to be policy compliant and therefore acceptable in principle; in this respect car parking standards contained in the adopted Managing Transport Impacts SPG are expressed as a maximum, with no minimum requirement, supporting a move away from reliance on the

ownership and use of private cars. The provision of zero parking development is supported by Planning Policy Wales and the Council's LDP, notably LDP Policy KP8 which seeks to ensure new development in Cardiff will positively enable sustainable transport and reduce a reliance upon journeys by private car, along with Policy T3 which supports the provision and improvement of transport hubs, to facilitate transfer between transport modes and minimise travel demand and reduce car dependency.

In considering the transport implications of the proposed development, not only does the application directly provide improved bus public transport and cycle parking facilities, but by virtue of its location adjacent to Waun Gron Park rail station provides convenient access to and connection with rail services. The site is therefore considered to be extremely sustainably located in transport terms and as such a site where the use of public transport and active travel offer real viable daily alternatives to the ownership and use of private cars.

Although not forming part of this application, the interchange is also well placed to provide a link between the park and ride facilities being established at junction 33 M4 and the improved rail network associated with the Metro program. Buses serving the new park and ride could either terminate at the interchange, to connect with rail services and local bus network, or the interchange would form a key stop on wider routes that connected with the city centre and UHW for example.

Initially a number of the existing bus services will be diverted through the interchange, up to 8/10 per hour, with further services added as the bus network expands, Metro proposals are realised and demand increases. Existing bus routes/services provide access to connections within Cardiff including Leckwith, Birchgrove, the city centre, Ely, St. Fagans, Pentreban, University Hospital Wales and surrounding areas including Talbot Green, Llandough and Barry. The interchange capacity was tested as part of the 2016 planning application and it was shown that the network could safely accommodate 40 buses per hour with minimal impact.

As discussed elsewhere in my comments, Waun Gron Park railway station abuts the western boundary of the site and is located on the City Line, which runs between Radyr and Cardiff Queen Street via Fairwater. The station currently provides a service of two trains per hour, one in each direction with a journey time of 8 minutes to Cardiff Central station. Once at Cardiff Central station passengers can connect to extensive main line intercity and local serve networks.

The Metro aspiration is to increase services at this station from the current two per hour to four services per hour. There are also aspirations to connect the Radyr and Coryton stations with a new/extended rail line, along with provision of stations at the new Velindre Cancer Centre and Longwood Drive, to form a bidirectional City Circle Line and further improve connectivity.

The site is also well located in terms of providing an opportunity for the provision of an additional car club space. There are currently a number of car club spaces

located across Cardiff, however most tend to be grouped around the city centre, with the nearest being some 1.5 miles east of the site. Car clubs have been shown to help relieve parking pressure by reducing the reliance on private ownership of cars, by providing residents with a convenient alternative to owning a car. Car clubs have been shown to be cost effective for residents and act as a catalyst to the use of sustainable modes of travel. The applicant has indicated a keenness to explore options to provide a car club bay or electric vehicle charging facility in the vicinity of the development.

In considering the potential impact of overspill parking it is noted that 'beat surveys', including day and night, were undertaken in March this year (2021). The results of the surveys were analysed and submitted in a technical note to supplement the Transport Statement. The analysis identifies that on-street space is available and that on average there is 63% parking stress on surrounding roads, which is below the 85% practical capacity. The technical note concludes that the surrounding roads can accommodate any additional parking associated with the proposed development, including staff associated with commercial space and commuters.

While the analysis in the technical note provides comfort that the adjacent highway can accommodate any potential overspill parking pressure from the proposed development, it is noted a number of the submitted objections raise this as a concern for existing residents.

As such I have sought a financial contribution towards the investigation and provision of Traffic Regulation Orders to help address any identified impact of overspill parking that may arise. Such Orders could include Resident Only parking or a Controlled Parking Zone, junction/bus stop protection and/or other Orders as may be identified as required. I have also sought a commitment to the investigation and implementation of a Car Club space or EV charging station in the vicinity of the site, which would also be available to existing residents and again help to mitigate the potential impact of the site on the adjoining highway.

Notwithstanding any concern about the potential for overspill parking to be generated, which given the location and target resident group is very small, I must reiterate that the proposed development is considered to be policy compliant as submitted with zero on-site parking.

I can therefore confirm that the submission has been assessed and is considered to be acceptable in principle subject to the comments and requested conditions and UU detailed below.

Conditions:

Cycle parking condition – The cycle parking detailed in the application and shown on the approved plans is to be provided prior to beneficial occupation of the development and thereafter maintained for the use of parking cycles.

Construction management plan condition – Prior to the commencement of development a Construction Management Plan, to minimise the impact on the

highway arising from on-site and off-site construction activities during the construction period, shall be submitted in writing for approval by the Local Planning Authority. The scheme shall include (but not be limited to) details of site hoardings, site access and wheel washing facilities, a strategy for the delivery of plant and materials, construction staff parking, traffic management proposals and details of dust/dirt suppression measures. The construction shall thereafter be implemented in accordance with the approved scheme. Reason: In the interest of highway safety and to limit the impact of the construction on use of the adjacent highway.

Highway and Public Realm Works condition – Prior to the commencement of development a scheme of highway and public realm works to the footways, carriageways and junctions that form and adjoin the site on Western Avenue and Waun Groan Road as illustrated in the submission, shall have been submitted to the LPA for approval in writing. The scheme to include but not limited to the provision of the interchange road, junctions and repaving, including surfacing, kerbs, edging, drainage, lighting, lining, signing, telematics/signals, traffic Orders, trees, soft and hard landscaping, bus stops/shelters and street furniture as required as a consequence of the scheme. The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation of the development. Reason: To ensure the provision of the interchange highway and junctions and provide an improved public realm environment in accordance with the permission to facilitate safe commodious access to and use of the proposed development.

Travel Plan condition – No part of the development hereby permitted shall be occupied until a travel plan, to include but not limited to, the promotion of walking, cycling, public transport and other alternatives to the ownership and use of private cars has been submitted to and approved by the Local Planning Authority. Reason: In the interest of sustainability and to limit the impact of the development on use of the adjacent highway.

Unilateral Undertaking:

A contribution of £8,000 is sought for the investigation and implementation of revised and new and Traffic Regulation Orders (TROs) as required as a consequence of the scheme. Such TROs could include Resident Only parking or a Controlled Parking Zone, junction/bus stop protection and/or other Orders as identified. For the avoidance of doubt, this contribution is required in addition to and falls outside the areas of the network covered by the highway works condition.

The investigation and provision of an Electric Vehicle (EV) charging point or Car Club space. The developer is asked to commit to working with Transportation to identify a suitable location in the vicinity of the site for the provision of either an EV charging point or Car Club space, and thereafter to implement the provision, include as required infrastructure, TROs and any associated requirements.

Conclusion:

Given the sustainable location of the site and otherwise acceptable, policy

compliant form of development, I must conclude that any objection on Transportation grounds would be unsustainable and any reason for refusal on this basis would not withstand challenge. I therefore have no objection to the application subject to the above comments, conditions and UU matters.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 NRW states:

Based on the information provided, we have significant concerns with the proposed development. To overcome these concerns, we would recommend to the planning authority that they should only grant permission if the condition listed below is attached to the permission.

Condition: submission and approval of a site wide Construction Environmental Management Plan

Pollution Prevention of the Water Environment Both the east and west boundaries of the site are surrounded by DCWW surface water lines, which discharge directly into the River Ely, approximately 460m South of the development. Therefore, this increases the risk of pollution events to the River Ely associated with this site during development. As such, at planning application stage, we would request a Construction Environmental Management Plan (CEMP) to be in place during the construction stages of the site.

Condition

No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

1. General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
2. Resource Management: details of fuel and chemical storage and containment and wastewater.
3. Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
4. Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
5. Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

European Protected Species

We have considered the Ecological Assessment by Pure Ecology dated September 2020 revised 25 January 2021. We have no comments to make.

Land Contamination and Controlled Waters

We note the former use of the site as a waste transfer station for household waste recycling. The permit associated with a previous site use has been surrendered. We consider the site not to be of the highest environmental setting and therefore would request that the following informatives be imposed on any planning permission granted for the site.

Informative/ advice to LPA

Natural Resources Wales considers that the controlled waters at this site to be not of the highest environmental sensitivity, therefore we will not be providing detailed site-specific advice or comments with regards to land contamination issues for this site.

It is recommended that the requirements of Planning Policy Wales and the Environment Agency Guiding Principles for Land Contamination (GPLC 1, 2, and 3), March 2010, should be followed. GPLC can be downloaded from the Environment Agency website.

These comments are based on our assumption that gross contamination is not present at this location. If, during development, gross contamination is found to be present at the site the Local Planning Authority may wish to re-consult the Natural Resources Wales.

Informative/ advice to applicant:

The treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an environmental permit.

Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, Natural Resources Wales should be contacted for advice at an early stage to avoid any delays.

Foul Water

We note that foul water will be disposed of to the existing local mains sewer network and therefore have no comments to make.

Advice for the Developer

Further Advice on Waste Disposal

Waste produced during the construction phase of your development must be

dealt with appropriately, and be in line with all relevant waste legislation including Duty of Care Regulations and Hazardous Waste Regulations. As part of your waste duty of care you must classify the waste produced:

- before it is collected, disposed of or recovered
- to identify the controls that apply to the movement of the waste
- to complete waste documents and records
- to identify suitably authorised waste management options
- to prevent harm to people and the environment.

Any waste removed from site will be subject to waste management controls. The links below provided information on how to classify waste and register as a waste carrier or hazardous waste producer:

<http://naturalresources.wales/permits-and-permissions/waste/?lang=en>
<http://naturalresources.wales/permits-and-permissions/waste/waste-permits/?lang=en>

Further guidance can be found on the GOV website here: <https://www.gov.uk/managing-your-waste-an-overview/duty-of-care>

Other Matters

Please note, if further information is prepared to support an application, it may be necessary for us to change our advice in line with the new information.

Our comments above only relate specifically to matters included on our checklist, Development Planning Advisory Service: Consultation Topics (September 2018), which is published on our website. We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests, including environmental interests of local importance.

In addition to planning permission, you are advised to ensure all other permits/consents/licences relevant to the development are secured. Please refer to our website for further details

Further advice on the above matters could be provided prior to your planning application being submitted, however there would be a charge for this service. Additional details are available on our website.

(NRW's comments have been shared with the applicant)

6.2 Welsh Water states:

SEWERAGE We can confirm capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site. **Surface Water Drainage** As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with the Local Authority, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation.

ASSET PROTECTION The proposed development site is crossed by both public sewers and watermains with the approximate position being marked on the attached Statutory Public Sewer Record & Water Plan. In accordance with the Water Industry Act 1991, Dwr Cymru Welsh Water requires access to its apparatus at all times in order to carry out maintenance and repairs. However, having regard to the proposed block plan it appears the proposed development would be situated within the protection zone of these public assets measured 3 metres either side of the centreline of the sewers and water mains. It may be possible to divert these assets if the developer applies under Section 185 of the Water Industry Act and we request that they contact us to discuss and consider possible solutions. Alternatively, we recommend the proposed development is repositioned to accommodate for the required protection zone. In the first instance, it is recommended that the developer carry out a survey to ascertain the location of the public sewers and watermains and establish their relationship to the proposed development of which can be arranged by contacting our Developer Services Team on 0800 917 2652. Based on the above, we request that if you are minded to grant Planning Consent for the above development that the Conditions and Advisory Notes listed below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

Conditions No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system. Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

Advisory Notes The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water on 0800

085 3968 to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

SEWAGE TREATMENT

No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.

WATER SUPPLY

Dwr Cymru Welsh Water has no objection to the proposed development.

A water supply can be made available to serve this proposed development. The developer may be required to contribute, under Sections 40 - 41 of the Water Industry Act 1991, towards the provision of new off-site and/or on-site watermains and associated infrastructure. The level of contribution can be calculated upon receipt of detailed site layout plans which should be sent to the address above.

The proposed development is crossed by a trunk/distribution watermain, the approximate position being shown on the attached plan. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access our apparatus at all times. I enclose our Conditions for Development near Watermain(s). It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site.

Our response is based on the information provided by your application. Should the proposal alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representation.

(These comments have been shared with the applicant)

6.3 South Wales Police state:

Having reviewed the drawings in respect of the above proposed development, I would have the following observations to make with a view to this development achieving the Secured by Design (SBD) Gold Award:

(i) CCTV.

Consideration should be given to installing a CCTV system to protect the fronts of the commercial units, cycle stores, bin stores, the terrace and the entrance into the accommodation block.

The General Data Protection Regulations (GDPR) must be complied with.

(ii) Lighting.

Lighting must be effective and complement and enhance CCTV if it is installed.

The whole of the site especially public circulation areas, the commercial units, bike stores and bin stores must be lit.

The corridors in the apartment block must be lit when frequented by residents or visitors.

(iii) Perimeter security.

There should be separation of private and public space. Perimeter security should be designed to deter people sitting on it.

Robust fencing/walls/railings and gates at least 1.8 metres high must protect rear and sides of the site. The gates must have access control fitted and railings, if installed, should meet the standard LPS 1175 SR 1 or equivalent. Gates must be the same height as the adjacent railings/walls/fencing. Gates, fencing and walls must be designed to be difficult to climb over.

The rear of the commercial unit and the apartments must be totally secure areas.

(iv) Landscaping and planting.

Overgrown shrubs and other thick barriers that are in close proximity to public areas must be avoided and clear sightlines must be maintained. Windows and doors must not be obscured by landscaping features and trees in public areas must not have any foliage below 2 metres from the ground.

Trees and other landscaping features must not be positioned where they could create hiding/entrapment spaces, obscure signage and lighting or provide a potential climbing aid into the commercial units or apartments or over the perimeter security.

There must be clear lines of sight across the development and clear unobstructed views of the parking bays from the properties.

(v) First floor external terrace.

There should be separation on the external first floor terrace. Each block should have its own dedicated space.

(vi) Bike stores.

Bike stores must be secure (visit the SBD website www.securedbydesign.com for further information).

(vii) Bin stores.

Bin stores must be secure and preferably located away from the buildings. Access into the bin stores must be controlled by access control e.g. digilocks, fob or swipe card. Bin stores must be lit.

(viii) Utilities.

Utilities must be located to the front of the apartments if smart meters are not installed.

(ix) Drainpipes.

Drain pipes must be concealed within the fabric of the buildings or designed to be difficult to climb e.g. flush fitting.

(x) Property identification.

The individual apartments must easily identified to assist the emergency services, postal staff, visitors etc.

(xi) Building shell.

The commercial unit must be constructed of materials that are resistant to attack. The first two metres of the external walls must be brickwork or materials of a similar strength.

The design of the building must take into account the need to prevent features that aid scaling or climbing and hidden areas must be designed out.

(xii) Access control.

Access into the apartment blocks must be controlled via audio/visual verification that meets SBD standards. Access to each floor must also be controlled.

Access in the commercial units from public areas into private areas e.g. offices, store rooms should also be controlled by access control e.g. fob or swipe card.

(xiii) Door security.

The main external doors into the apartment block must meet the standards specified by SBD (SBD) i.e. PAS 24 2016 or equivalent and be third party tested and certificated. Individual apartment doors must also meet the same SBD standards.

Fire doors must have no external furniture fitted. Doors that are described as fire doors, or where fire performance is declared or implied, are required to have third-party certification for both security and fire performance.

Glass in external door panels or adjacent to these panels must be laminated and doors in recesses of more than 600mm must be avoided.

The external doors in the commercial unit and doors protecting areas where valuable property or items are stored should also meet SBD standards i.e. PAS 24 2016 or equivalent and be third party certificated. External doors must have laminated glass fitted.

Consideration must be given to protecting the external doors of the commercial unit with security shutters or grilles that meet the security standard LPS 1175SR2 or equivalent.

The commercial units must also be protected against ram raiding.

(xiv) Window security.

All vulnerable windows in the apartments i.e. ground floor windows must meet the SBD standard PAS 24 2016 or equivalent and be third party tested and certificated.

The windows in the commercial units must also meet SBD standards i.e. PAS 24 2016 or equivalent, have laminated glass fitted and also be third party tested and certificated.

Consideration must be given to protecting the vulnerable external windows in the commercial unit with security shutters or grilles that meet the security standard LPS 1175 SR2 or equivalent.

(xv) Intruder alarm.

The commercial units must be protected by an alarm system. Ideally the system would be monitored with any alarm wires protected. Consideration must be given to having personal attack buttons linked to the alarm system installed in the apartment block and commercial units at appropriate locations.

Further more detailed information can be found at the Secured by Design website www.securedbydesign.com .

For the Secured by Design Award to be made, PAS 24 2016 doors and windows must be visibly and preferably permanently marked PAS 24 2016 and be third party tested and certificated.

(The Police's comments have been shared with the applicant)

6.4 GGAT state

Information in the Historic Environment Record (HER), curated by this Trust, shows that there are no recorded or designated archaeological sites situated within the proposed application area, or within close proximity. A review of the historic Ordnance Survey mapping also indicates that there are no archaeologically significant features or structures. Furthermore, it is noted that the previous development of the site as a Waste Transfer centre is likely to have had an adverse effect on any potential remains that may have been present.

As a result, there is unlikely to be an archaeological restraint to this proposed development and as the archaeological advisors to your Members, we therefore have no archaeological objection to the positive determination of this application. The record is not definitive however, and should any archaeological remains or

historic features and fabric be encountered, please contact this division of the Trust.

6.5 The joint Transport for Wales (TfW) and Amey Infrastructure Wales (AIW) state:

AIW and TfW have no objection in principle to the above proposal but due to the proposal being next to AIW managed, TfW owned land and Infrastructure and to ensure that no part of the development adversely impacts safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

Prior to any works beginning on site the applicant will need to engage with AIW Asset Protection so that AIW are able to determine the interface with any assets, buried or otherwise and by entering into a Basis Asset Protection Agreement. The applicant should make contact a minimum of 3 months prior to works starting. Initially the outside party should contact CVLAssetProtection@tfwrail.wales .

ACCESS POINTS

Where AIW have defined access points, these must be maintained to AIWs satisfaction. We require that any public realm works do not encroach on the access routes and that AIW have the ability to manoeuvre equipment. This includes the planned boundary fence, which must allow for a gap sufficient for inspection of the railway's boundary fence.

BUS ROUTES

- TFW note that there will be a number of new buses coming through this route, with none likely to terminate at this location, and query as to if there will be a time penalty for this new interchange?
- The junction from the Interchange into Waungron Road to turn right towards the traffic lights on Western Avenue involves crossing a number of lanes of traffic, including opposing filter lanes. Is this junction being signalised, so buses exiting and turning right are able to do so without incurring any delays?
- The junction at the other end of the Interchange – i.e. turning right from the Interchange onto Western Avenue. Again this involves a right turn across a very busy road, so is this junction going to be signalised with priority for buses?
- Will the current bus stop at Waun Gron remain in place or will it be replaced by the two new stops outside this location?

BUS RAPID TRANSIT

- The WelTAG Stage 1 Report (Strategic Business Case) for the North West Corridor (February 2021) identifies a BRT (Bus Rapid Transit) route option which passes through Waungron Interchange (BRT 4) and as such should not be prejudiced by the development proposals. This option will be appraised further through the associated WelTAG Stage 2 Study (Outline Business Case).

RAMPS AND ACCESSIBILITY

- Is there opportunity to widen the ramp access into the development area to improve what is currently a narrow access? If not now then the opportunity will be lost for TfW to widen in future and secure better integration with the bus interchange.
- Is there scope for TfW to extend the ramped access to the eastern platform southwards for more direct connectivity to the interchange and the bus shelters, subject to funding?
- The site boundary includes access to the ramps leading to the platforms and the transition from the ramps to the highway should be improved to increase openness and visibility for anyone exiting the ramps onto the footway. Consideration longer-term of significantly enhanced access to the platforms from the bus interchange.

CYCLE LANES

- Cycle route access from Western Avenue to the train station should be accommodated along the access road with separation of cyclists from motor vehicles as this will be the cut through that people will use rather than going to the signal controlled junction with Waungron Road. We'd suggest that some separate provision for cycling is included along the access road to facilitate direct access to the station and the wider cycle network. See blue line on plan below (solid green lines indicate existing cycle route and dotted green are future cycle route proposals from Cardiff CC):



- To fall in line with the movement towards active travel, we would like to suggest that priority access across entry/exit points should be given to active travel.
- The cycle storage locker location is on the periphery of the development and it's not clear who it's intending to serve, it's remote location is likely to deter potential users. Depending on whether it's for the development or

the bus interchange it should be as close to the final destination as possible.

- Would recommend the cycle storage facility within the building includes some form of upright support for the bike frames to rest against and be locked to.
- Depending on current thinking for location of cycle storage at the station and availability of space on the platforms, there may be an opportunity to provide an amalgamated facility for both the station and the bus interchange, either by relocating the lockers that are proposed or by expanding the cycle parking included outside the café area backing on to Waungron Road.

(This response has been shared with the applicant)

6.6 Cardiff Bus has no objections.

6.7 The Fire Officer states:

The proposed site plan in relation to the above has been examined and the Fire and Rescue Authority wish the following comments to be brought to the attention of the committee/applicant. It is important that these matters are dealt with in the early stages of any proposed development. The developer should consider the need for the provision of:-

- a. adequate water supplies on the site for firefighting purposes; and
- b. access for emergency firefighting appliances.

Should the applicant require further information in relation to these matters they should contact the above named fire safety officer.

(The comments of the Fire Service Officer have been shared with the applicant who states:

.....we can confirm that in terms of access for fire fighting appliances - all 3 sides of the proposal can be accessed by roads of widths greater than 3.7m and the building has a fire fighting lift).

7. **REPRESENTATIONS**

7.1 Local Members have been consulted and Councillors Driscoll and Hill-John on behalf of residents state:

What people find hard to understand who live just across the road, who have had applications for 2 storey extensions refused because they would be too big overlooking and out of scale.

We feel if this was a private developer bringing this application and not the council housing department, planning officers would be recommending this application for refusal.

Consultation

Overwhelmingly residents would like to have kept the recycling depot. They are shocked at the scale of housing proposed on top of the interchange that was

given permission in 2016.

There has been a total failure in the Pre- Application Consultation, limited coverage in the community of the distribution of the schedule 1D Notice.to engage with all stakeholders.

Such a major bus interchange with this high rise housing, requires full community engagement including our future generations. Because of lockdown community groups were unable to meet and discuss. Despite the councils UNCRC Capital Ambitions local Schools and young people have not had their views considered which is against Welsh Government future generations planning policy.

Local surgeries and the Health Board, NAT Bus, Stagecoach. Local businesses, School transport private operators. Sustrans. Cycling groups Cardiff Bus Users. Community Councils.Have not been consulted.

The bus interchange will be used by residents not only of Llandaff and Fairwater, but the whole of Cardiff West and across the city. Its felt that a wider consultation with the whole community should have taken place before this scheme is approved.

This lack of wider consultation in our view has discriminated against many in the community, especially the elderly and people that do not have access to technology.

Every resident that has contacted us have said although the scheme has been revised part the development is four-seven stories and still unacceptable.

There are 3 Online Petitions that we will send separately

1 - With 1500 signatures

2 - With 216 emailed signatures

3 - With 80 signatures

4 - Hard copy local residents signatures

“We the undersigned local Residents are against development at the former Recycling Facility on Waungron Road. The proposals are incongruous over development of the site which will impact on an already busy road network causing additional congestion. It will add to existing parking pressures in local streets. It will add to the already poor Air Quality of the Ely Bridge (AQMA) Air Quality Management Area. The proposals do not fully comply with Planning Policy Wales guidelines as set out by Welsh Government. Holding the preconsultation during lockdown was discriminatory”.

“We the undersigned are calling on Cardiff Council not to proceed with the current proposals until residents of Fairwater, Llandaff, and the wider community. Have been given a choice on a range of optional schemes. As the proposed scheme is unacceptable in its current format. We are opposed to this development at this location

Impact on business.

A proposed shop at this location will impact on Mr Patel and his family newsagents business "The Cabin" that has traded for decades

Scale of the building

Having seen the plans for a seven storey building for 50 flats, the bus hub and a shop. Residents close by rightly feel this will be overbearing. It will also have an impact on the already heavily congested road network. I've asked for a full transport impact assessment report to be undertaken before going to planning. The scale and massing of the building will impact not only on the residents nearby but not ideal for the people meant to live on the site.

Pedestrian Cyclists safety

Residents question whether combining the bus interchange with flats above and a shop on the ground floor on this Island between two major roads will work. With the existence of the central reservation on Waungron Road, at the moment pedestrians seek protection of the island to chance crossing the two busy carriageways. With so many bus movements in and out of the Interchange, this could prove more hazardous. With the addition of extra controlled signalling this will lead to longer waiting times for green light for pedestrian crossing. This will lead to more chance crossings.

Impact on the road network-Congestion

Western Avenue, Cowbridge Road East and West, St Fagans Road are to be designated Rapid Bus Corridors as part of the Transport Plan for Cardiff.

This will mean a reduction of Western Avenue, Waungron Rd to a single lane of traffic forcing current levels of congestion into single lanes. Traffic will back up further on Ely Bridge AQMA and making the morning and evening traffic queues longer.

This location is already a heavily congested area, Fairwater Grove East and West already suffer from this, also heavy traffic on Western Ave. Plus heavy traffic from St Fagans Road Fairwater and beyond during peak hours.

In the future we will see buses in Cardiff West re-routing through the interchange, including Cardiff Bus, NAT Bus, Stagecoach and private bus school transport operators.

Cantonian School is expanding, Woodlands and Riverbank schools will also be re-located to the site. Pupils of the schools for children with special educational needs are being transported from all over the city by private school transport which will all add pressure on traffic to this location. There is no doubt that there will also be a squeeze on parking in the nearby streets where there's already high demand.

A suggestion of an alternative location for the Bus Hub should be at Ely Bridge roundabout, in the disused lay-by be considered. Council own the land and this would be halfway between the new Metro station planned for Ty Pwll Coch/Ely Paper Mill and Waungron Park Station.

This would allow for more housing but low rise on the site. Which I'm sure will be more acceptable to the residents.

Air Quality,

With the future proposed introduction of Rapid Bus Corridors and bus lanes. The AQ assessment has not taken this into account, cars will be reduced to single lanes of traffic. There's a lack of detail on this aspect in the air quality assessment in respect of road traffic omissions. Traffic congestion and Air Quality is an issue in this area and the proposed plans will add to the already unsafe levels of pollution. With buses leaving the rear of the site onto Western Avenue traffic which will inevitably back up to the AQMA on Ely Bridge, that in the past has breached the levels as set down by Welsh Government

Although the bus fleet is being upgraded to Euro6 standards, buses will be idling at bus stops for long periods on the interchange. Pollutants nitrogen oxide also and especially pm.10 and pm 2.5 pollutants which are extremely dangerous for the young, the elderly and women carrying unborn babies.

It will also impact on the residents nearby, commuter's shoppers, school children, and the proposed tenants of the development, also pedestrians and cyclists.

Overlooking

There is real concern from the aspect of overlooking into the neighbourhood and nearby properties from this high rise building with balconies.

Light and noise pollution.

There are real concerns for increased noise and light pollution from the interchange on neighbouring properties.

Access

The bus interchange element is meant to seamlessly integrate with rail. No provision for improvement of wheelchair users and disabled access to the station platform and the failure to design in this element is discriminatory against disabled groups.

Residents feel this should be considered and built into and form part of these plans not something to add or find space for some time in the future. Because at the moment it has a steep ramp that people find difficult to negotiate

Flooding:

Another concern is that the road is often flooded outside the gates under the bridge. In heavy rain homes in Fairwater Grove East still experience raw sewage pumping up from manholes and their toilets into their homes.

C6 Access to Healthcare

Local surgeries are overburdened, advice need to be sought that they are able to accommodate additional patients that may need access to specialised services.

Tall Buildings

This seven storey building with its scale and massing is contrary to policy for tall buildings.

Housing Mix

We know that 50% of the accommodation will be “move on accommodation”, this will be for homeless people who are looking to transition into permanent accommodation. In the briefing we had from Housing officers, it was said that the office would be manned 247, 365, to offer support to these residents. We welcome this support, but hope this is the case and that support for them continues into the future.

But residents are concerned at the provision of this one type of housing and feel if planners are minded to approve we should seek a better mix of private, shared ownership, social and move on accommodation, which would also be better suited to the future occupants.

Residents know these groups proposed for the “move on apartments” sadly have complicated lives. We have already raised the point with housing officers who are putting the scheme together, that careful consideration has to be given to residents of the homeless move on apartment’s element.

These are some of our most vulnerable people in society, sometimes with complex needs, chaotic lives, often with mental health and addiction issues too. Who certainly need our help and support to move back into society. However we need to be mindful that unfortunately people involved in criminality, prey on these vulnerable people who are trying to get their lives on track.

Residents are concerned how it’s proposed design features and security can be built into the scheme so that this criminality are kept away from vulnerable residents who will occupy the building. But also that this criminality do not come into contact with the young the old and schoolchildren, who will also be using the ‘Island’ Interchange to commute around the city.

Residents have also questioned if high rise buildings with balconies are suitable for these vulnerable people.

The poor design does not do this

Parking

Residents dispute the report on available parking space in neighbouring streets. The report underestimates the car usage and ownership of occupants of the proposed accommodation, workers at the shops and office, visiting support staff, security staff, also commuters who will park and ride. There is already a squeeze on parking in this location. There are no provisions on site for emergency vehicles, or ambulances on site.

The councils transport press release documents say commuters will change modes of transport from car to bus train and cycle at bus interchanges, so where will these car commuters park and ride?

*T3 Transport Interchanges, contrary to policy there are:
No facilities for coach parking and passenger drop off.
No toilet and shower facilities.
Does not facilitate park and ride
No provision for bus layover or driver facilities
No disabled scooter charging points and secure parking facility
Road Safety*

Residents feel that the transport report has not recorded all accident data. Houses opposite have had their boundary walls re-built following collisions. They know many more accidents have occurred on Waungron Road traffic lights than are recorded.

With the increased numbers of buses crossing the 'UNUSUAL' set up on Waungron Lights junction will lead to more accidents.

In addition to all the above and having viewed the report, proposals and plans Residents would respectfully point out errors and omissions from the Lime transport report.

In the traffic reports there are many anomalies

- Examples of similar scenarios of traffic impact are outdated*
- Examples of distance calculations are incorrect*
- Graphics Fig 2.2 and fig 2.5 are inaccurate with local data recorded incorrectly.*
- Reference to cycle lanes on Cowbridge Road West are incorrect.*
- Major retail Coop store on Waungron Road is not shown.*
- Most recent Highways speed report from Western Avenue is absent.*
- Outdated transport impact assessment report.*
- No data on proposed Rapid Bus Corridor bus only lanes.*
- Limited data on individual routes in and out and onward from Bus Interchange.*

The building is overbearing incongruous overdevelopment, by virtue of its scale and massing. The development will have a detrimental negative impact on the amenity of local residents. The development will impact on the road network and effect the amenity of residents nearby, the design is unsuitable for the future occupants of the development.

We feel there are many reasons the scheme should be recommended for refusal, contrary to following Planning Policy Wales : Including:

KP5 Good quality sustainable design.

EN13 Air Noise and Light Pollution

T5 Managing transport impacts

C3 Community safety/ creating safe environments

T6 Impact on transport network and services

T3 Transport interchanges. Failure to provide satisfactory disabled access when changing mode of transport.

Residents also have deep concerns of the impact on the local schools and health centres.

7.2 Councillor Ford who is a Member for the adjoining ward states:

I wish to object on the above planning application on the grounds of size and scale of the development the proposed 7 storey development is overbearing and of scale and out of character with all existing properties residents at the back of Davies Place privacy will be taken away completely.

Furthermore the traffic and pollution in the area will get worse and there have been accidents on the junctions with cars trying to cross over lanes.

The development is totally out of character for the area.

The traffic issues are a major concern in this area.

7.3 Mark Drakeford MS and Kevin Brennan MP state:

We are writing concerning the above referenced planning application in the Cardiff West constituency. We welcome that a proposal has now been brought forwards for this site, which has remained empty for some time following the closure of the waste centre several years ago.

The bus interchange aspect of the proposal will hopefully form a key element of the local authority's ambitious plans to improve public transport in Cardiff. We have always argued that transport infrastructure in the west of the city – particularly for public transport – must keep pace with the building of new housing, and a bus interchange will hopefully be a step towards achieving this.

The residential aspect of the proposal has been the main subject of concerns raised with us by nearby residents. These concerns include the number of residences proposed, the height of the proposed building, the lack of parking for private vehicles and the local disruption that may be associated with temporary accommodation. We know that residents have raised these concerns as part of their own representations relating to this planning application, and those representations must be given due consideration.

Residents have also raised concerns that this planning application was not publicised sufficiently, and many residents have only become aware of it by word of mouth. They therefore feel that there has not been enough opportunity to share their views. It may be helpful if the Planning Committee could write to us to set out the steps which have been taken to consult with residents thus far and any further opportunities there will be for residents to participate in the planning process. We can then share this information with any residents who contact our office with these concerns, and ascertain whether their experiences match the Council's response.

(Mark Drakeford and Mark Brennan have been advised of the publicity undertaken with this application and the PAC)

7.4 Andrew RT Davies AS states:

I have been contacted regarding the proposals for the former Waun Gron Road tip and would like to add my voice to those objecting to this application for the following reasons:

- 1) *Overbearing - the development will be overbearing for the site and introduce a high building on a site where nearby buildings are substantially lower. It is an overdevelopment of the site both due to the height and number of units in the application. Issues of overlooking of neighbouring properties has also been raised which could potentially intrude on existing and new residents' privacy.*
- 2) *Parking - the lack of parking on the site will cause issues. There is a lack of parking for residents on site. It does not cater for visitors or carer/other clinicians who may need to provide essential services to the residents. I am advised that nearby roads already suffer from parking issues and this development will only exacerbate that.*
- 3) *Air Quality and Noise Pollution - This site is adjacent to Western Avenue whilst Waun Gron Road is the main route into Fairwater shops. There is already a high level of vehicles passing by the site and the proposal to introduce a bus hub will add to the noise and air pollution which residents experience.*

I believe that the issues above mean that this application is not compatible with Cardiff's Planning Policies and therefore should be refused.

7.5 Joel James MS states:

Please accept this letter as my objection to the proposals outlined in the consultation 21/01359/MJR.

I have been contacted by several residents in the Llandaff area who have expressed their concern regarding the proposals and I would also like to add my voice to the objection on the grounds of:

There has been unsatisfactory consultation within the communities of Llandaff and Fairwater due to people being unable to meet in person during the pandemic. Many residents do not have internet access and elderly and vulnerable people have had insufficient opportunity to express their concerns. I believe that the council has discriminated against them by not providing suitable forums for them to air their views.

The overbearing size of the structure compared with those buildings around it. The proposed developments height, due to the number of units is not in keeping with buildings nearby. This is unarguably an issue effecting the health and wellbeing of residents.

Air quality. This is a major issue for Cardiff, building upon the proposed site of

Waun Gron Road will increase the amount of pollution as well as noise in an area already subject to high levels of traffic from the adjacent Western Avenue.

I believe that the issues above mean that this application is not compatible with Cardiff's Planning Policies and therefore should be refused.

7.6 The proposal has been advertised in the press and by site notices as a major application. 42 neighbours were notified.

7.7 A paper petition with the names and addresses of 88 people has been submitted stating:

We the undersigned object to Planning Application 21/01359/MJR sited at Waungron Road, Llandaff, Cardiff. We object to this application due to the overdevelopment of a restricted site. This results in knock on problems relating to traffic, parking and impact of the development by virtue of its height and design on the surrounding residential area, which is almost wholly two storey properties.

7.8 An electronic petition with the names and addresses of 216 people has been submitted stating

We the undersigned are calling on Cardiff Council not to proceed with the current proposals until residents of Fairwater, Llandaff, and the wider community, have been given a choice on a range of optional schemes. As the proposed scheme is unacceptable in its current format. We are opposed to this development at this location.

7.9 An electronic petition with just names of 1505 people has been submitted stating:

We the undersigned are calling on Cardiff Council not to proceed with the current proposals until residents of Fairwater, Llandaff, and the wider community. Have been given a choice on a range of optional schemes. As the proposed scheme is unacceptable in its current format. We are opposed to this development at this location.

7.10 An electronic petition with just names of 71 people has been submitted stating

We the undersigned local Residents are against development at the former Recycling Facility on Waungron Road. The proposals are incongruous over development of the site which will impact on an already busy road network causing additional congestion. It will add to existing parking pressures in local streets. It will add to the already poor Air Quality of the Ely Bridge (AQMA) Air Quality Management Area. The proposals do not fully comply with Planning Policy Wales guidelines as set out by Welsh Government. Holding the pre-consultation during lockdown was discriminatory.

7.11 Objections have been received from 250 residents most of whom have specified their address and raised similar issues to those identified above.

7.12 One of the letters of objection from a local resident has been reproduced in full

as it covers the essence of the various objections received.

Comment: I strongly object to this proposal on the following grounds:

- 1. The proposed 7-storey building is a modern block of flats is obtrusive and out of context of the historical village that is Llandaff city.*
- 2. The proposed 7-storey building is obtrusive and out of context of other buildings within the suburban area surrounding the proposed area of development with majority of two storey family houses rising to a number of 3 storey flats on st Fagans road. there are no buildings that reach this high across the sky line of Llandaff, fairwater, canton, Victoria Park, Pontcanna. within several miles of the site. the nearest buildings being in this manner are a number of hotels and student accommodation within the city centre.*
- 3. The survey on the available parking infrastructure is flawed. the nearby streets of the Groves comprise the majority of terrace houses, with a mixture of houses which do not have off the road parking and a significant number of open drives which already limit the space available for visitors and residents. the nearby street of old st Fagans road is the same. the main st Fagans road is a busy main road which should it be used as parking will lead to dangerous situations. alternatively people will then park on the pavement forcing children and elderly (the majority of the population in this area onto the road).*
- 4. The road infrastructure is not sufficient to support the proposed bus interchange and additional traffic that will be generated from this development. frequent backlogs of traffic go up the length of the East and West Grove (which are too narrow for two cars to pass each other) and along the length of st Fagans road.*
- 5. The proposed bus interchange and increase in traffic will lead to an increase in pollution, traffic and noise congestion which contravenes Welsh Government policy in relation to Well being of future generations Act 2015 and the recent commitment made today (15 June 2021) to improve commitment to delivering their 'green' agenda. whilst the proposed build would make provision for such things such as green spaces and rooftop terraces, this is at the expense of the wider population. This will have significant impact on children and the elderly population (there are several residential homes nearby) who may also be less well.*
- 6. The proposed use of the part of the site for transient population is out of context for the area. the surrounding community does not provide access to the required support services. in addition within a couple of miles of the site there is a minimum of 6 schools ranging from primary through to secondary. The proposal of a transient population may create fear and lead to acknowledge challenges well publicised over COVID when the same population was moved to hotel accommodation in Cardiff City.*
- 7. The proposed traffic resulting from the completed site, when considered alongside the increased traffic resulting from the proposed redevelopment of cantonian high school will be detrimental on the health and well being of local residents, increase pollution and congestion.*
- 8. Not only will the traffic increase have significant impact on the immediate streets, cars will bypassing this by driving at speed down prospect drive and insole grove, roads frequently used by school children, which lacks*

- the infrastructure to support any increase in traffic.*
9. *The traffic and congestion caused by the build alongside the current roadworks at Danescourt roundabout, which are long term and relate to Plas Dwr build will have a significant detrimental affect on the health and well-being of the local population, in effect enclosing them in and forcing them to remain at home wherever possible.*
 10. *The proposal for this to be a bus interchange for individuals coming from junction 33 is not condusive to a site with no parking and again will have significant impact on and road infrastructure not able to support this from St Fagans, through to Fairwater and Llandaff.*
 11. *There is significant empty office spaces across the city, therefore the case to include additional office space does not add up.*
 12. *The introduction of proposed commercial units for shops will be detrimental to the local businesses across fairwater, Llandaff and canton, where there already exist a number of empty units. effort should be put into regenerating the existing high streets not creating additional shops, which in such a facility normally include metro shops such as Tesco or Sainsbury, which again will increase transport on the roads and increase parking in nearby residential areas.*
 13. *The proposal to develop accommodation for individual under the age of 25 is out of context of the areas, which is mainly young families and elderly population. there are no facilities for this age group in the vicinity. It would be far more in line with the areas to develop family starter homes, which allow individuals born in the area to afford to return to be near family and support elderly residents, reducing the impact on residential and nursing facilities and reducing the demand for childcare*

7.13 Mike Hogan on behalf of Cardiff Civic Society states:

I wish to raise my concerns over the current proposals for the development of 44 temporary and permanent flats, along with offices/retail units, bus interchange and associated highways work on the site of the former Waste Transfer Station. One of the key concerns is the exclusion of any parking provision within the proposed site. The Planning Statement, reference Clause 7.47, states that: - Residents with cars will have a variety of street parking available within 200m of the site, in local street with no parking restrictions. Residents are currently encountering problems in accessing Western Avenue during busy periods, and the failure to provide any parking will result in indiscriminate parking on neighbouring roads and further exacerbate the situation. In regard to site traffic Clause 7.52 concludes that there will be no vehicular access to the site and that it is also anticipated that all servicing and deliveries will be undertaken from a layby along the northern boundary of the site on Waun Gron Road. This is clearly an unsafe and impractical proposal and, based on the parking issues alone, the proposals should be rejected. There are also concerns over the decision to create a bus interchange at this particular location. The proposals for an interchange were originally granted approval in 2017, however, in the absence of a clear overall Transport Strategy for the city, it is not possible to comment on its location strategically, although it will raise levels of air pollution in a residential area. With the continued use of diesel buses, the interchange will generate toxic diesel exhaust fumes, adjacent to existing properties as well as the proposed

development, threatening the health of the occupants. The project will involve significant engineering and associated costs, including piling and the construction of a large retaining wall. In terms of noise pollution, it states in Clause 7.72 of the Planning Statement that noise mitigation would be required for all noise sensitive rooms within the site. The mitigation would largely comprise double glazing, together with an alternative means of ventilation. Alternative ventilation is proposed to allow windows to remain closed whilst maintaining adequate ventilation. There is evidently an issue with noise levels and the need to keep windows closed, which is unacceptable to residents and their general wellbeing. The Welsh Government is prioritising a policy of rapid rehousing, to provide permanent housing as soon as possible, and minimise the time spend in temporary accommodation. It would, therefore, be logical to build a higher percentage of permanent homes, rather than temporary accommodation. It is accepted that accommodation of this nature is needed, however, the area is inappropriate for a development of this type and structure. The tallest block is 7 storeys high, which is totally out of context with the neighbouring 2 storey residences and the surrounding area. In response to the proposals the Design Commission for Wales recommended community consultation, and further consultation with the public is needed. I object to the current proposals which will not provide a contemporary landmark but one that is inappropriate, potentially costly, visually intrusive, have an adverse effect on traffic congestion, polluting and is not in the interests of public health and wellbeing.

7.14 The Llandaff Society states:

1. *Llandaff Society Committee has considered the plans for the above and concluded that the marginal changes proposed since the Pre-Application Consultation (PAC) are insufficient to make the proposals acceptable, and so we confirm the Society's OBJECTION to this application.*
2. *Our objections at PAC stage are appended. Only one of our suggestions - for a green wall rather than an art work along the railway embankment - appears to have been taken on board. None of the Society's other concerns about the pre-application proposal have been addressed. In our view this development would create unacceptable conditions for residents of the proposed flats, people living nearby, and bus passengers.*
3. *As the Council is both the land-owner and decision-maker it is vital that the Planning Committee takes its decision on this application in line with current planning policy, taking account of the genuine concerns of the local community and interest groups.*
4. *Llandaff Society's objection to this application is based on the following:*
 - 4.1 *This site was identified as the "Cardiff West Transport Interchange" in a Cabinet Report of 15 December 2016, a concept deriving from Cardiff's Infrastructure Plan to provide interchange facilities for several modes of transport linking with the adjacent suburban rail station and Park and Ride. The site has outline planning permission for that purpose. This site is not allocated for housing in the adopted Local Development Plan, so its use for that purpose would not be in accordance with LDP or the Place-making aspirations of Planning Policy Wales Edition 11 - it is manifestly unsuitable for housing development.*

- 4.2 *The site is on the apex of one quadrant framing a key junction of a tree-lined radial and a tree-lined cross-city road. On the other 3 quadrants green 'aprons' front 2 storey family housing. The site is in suburban Cardiff, not the centre of the city; it sits at the gateway to the low density communities of Fairwater and Llandaff. This block of 50 flats, office and retail accommodation would sit on a triangular "island" surrounded by heavily trafficked roads, a bus interchange and railway embankment. The project is wholly insensitive to the needs of potential residents - housing them in a "keep", marooned between busy roads and a transport interchange, close to an Air Quality Management Area with insufficient amenity space on site. It would represent massive over-development of this site.*
- 4.3 *The 7 storey block is of excessive height, and a built form which would be totally alien in this setting. It would be out of character with the low density suburban housing that surrounds it, and would tower over the adjacent rail bridge. The bus interchange element of the scheme would be hidden between the rear of the residential block and the adjacent rail embankment. Both the block and embankment would cast shade over the interchange and lead to a 'wind tunnel' effect, which would create a drafty, cold and uninviting place to wait for a connection.*
- 4.4 *The design of the housing block is ugly and discordant. If granted permission it would stand out like a sore thumb, identifying it as social rented housing when any such development should integrate and should be 'tenure neutral', Reading between the lines of their report, we consider that the Panel from the Design Commission for Wales thinks similarly. Allowing this unfortunate mix of uses would do nothing to encourage integration of residents in the proposed housing with the surrounding community.*
- 4.5 *The proposal lacks sufficient soft landscaping. It would not create a "...natural and lush aesthetic" (D&AS). In order to soften and frame any development on this site there should be substantial landscaping along all the road frontages.*
- 4.6 *This proposal would create unsafe conditions for new and existing residents and bus users - particularly if the bus interchange is not manned at night. The Society does not agree with statement that proximity to this facility "...reduces the opportunity for antisocial behaviour" (page 61 DAS). In our view the fact that the bus interchange would be located in a 'canyon' between the service side of the flats and the railway embankment would increase the potential for such behaviour. In relation to this concern, we suggest that - if approved - the shop unit(s) be restricted so they can't sell alcohol, nor be betting shops, to reduce the likelihood of people loitering in the area.*
- 4.7 *The Society consider that the noise and pollution levels for residents would be unacceptable. There is no report on pollution levels even though the site is only a short distance from the Ely Bridge Air Quality Management Area. There is an inadequate Noise report. This proposal needs major re-design following an*

- assessment of pollution levels including particulates and detailed consideration of whether noise levels can be mitigated.*
- 4.8 *We are not convinced that this proposal takes sufficient account of the ongoing Climate Emergency. The potential effects of increased water run-off from the railway embankment due to climate change should be investigated and re-design should take account of the need to reduce the amount of tarmac and concrete covering the site and increase the amount of sustainable urban drainage.*
5. *IN CONCLUSION: For all the above reasons this application should be REFUSED, and the proposal replaced with one based on the original concept for this site of an integrated transport interchange with no housing included.*

ANNEX: LLANDAFF SOCIETY COMMENTS ON PRE-APPLICATION CONSULTATION ON FORMER WASTE TRANSFER CENTRE WAUNGRON ROAD: 26 FEBRUARY 2021

While welcoming the prospect of re-use of this brownfield site and provision of much-needed social rented accommodation, we urge you to reconsider your advice to the Council and amend the application in the light of our serious concerns as the local Civic Society about:

- i. overdevelopment - too much being crammed onto what you have corrected observed (para 2.1 of the Design and Access Statement - D&AS) as an "island" site surrounded by roads and a bus station which would "... form a barrier..;*
- ii. excessive height - (up to 7 storeys - which would not "sit comfortably on the wide avenue....." as claimed on page 33 of the Design and Access Statement (DAS)". There are no other tall buildings in the vicinity, so this development would be an alien feature which would stick out like a sore thumb. The Society considers that the maximum height should be 4 storeys;*
- iii. unacceptable design - a basic office block with cheap-looking mottled effect brickwork would not be compatible with the character of surrounding residential area with its distinctive 2 storey 'Arts and Crafts' style red brick and render semi-detached houses. It would be unfortunate if its design identified this development as 'different' from the private housing around it. If it does go ahead - in we hope a modified form - its design should integrate the new building in terms of both height and materials;*
- iv. lack of sufficient soft landscaping - which would not create a "...natural and lush aesthetic" (D&AS) apart from (potentially) on the 1st floor terrace for residents use. We suggest that the amount of soft landscaping should be increased to improve visual amenity and reduce pollution. In particular (a) gardens should be provided on the Waungron Road frontage along what used to be the edge of the former*

Insole Estate, and (b) a “green wall” created - instead of the proposed art work - along the side of the railway embankment;

- v. community safety for new and existing residents and bus users - particularly if the bus interchange is not manned at night. The Society does not agree with statement that proximity to this facility “...reduces the opportunity for antisocial behaviour” (page 61 DAS). In our view the fact that this is located in a hidden ‘canyon’ between the service side of the flats and the railway embankment would increase the potential for such behaviour. In relation to this concern, we suggest that the shop unit(s) be restricted so they can’t sell alcohol, nor be betting shops, to reduce the likelihood of people loitering in the area;*
- vi. noise and pollution levels for new residents, and wind tunnel effects - the consultation documents include only a Noise report. This proposal needs re-design following an assessment of pollution levels including particulates, and wind tunnel tests; and*
- vii. drainage - we consider that the potential effects of increased water run-off from the railway embankment due to climate change should be investigated.*

7.15 Other representations have identified other objections concerns

- a) Danger of fire from internal bin storage area*
- b) Discriminates against older and disabled persons*
- c) Small ponds for SUDs will attract mosquitoes in the future*
- d) Views will be obstructed*
- e) Adverse impact on setting of listed buildings such as Fairwater Conservative Club*

8. **ANALYSIS**

Policy

- 8.1 The application is for a mixed-use housing development comprising 44 apartments, together with the provision of a bus interchange, associated office use (165.1sqm Use Class B1) and commercial retail floorspace including A1 (101sqm) and A3 (117.6sqm).
- 8.2 The site falls within Cardiff’s settlement boundary as defined by the LDP Proposals Map and has no specific land use policy designation or allocation.
- 8.3 The site comprises a vacant brownfield site that previously accommodated a household waste recycling centre which ceased operating in April 2014 as part of a wider rationalisation of the Council’s waste services.
- 8.4 The context of the surrounding area is primarily residential with transport routes immediately adjoining the site on all sides.

- 8.5 Policies H6: Change of Use or Redevelopment to Residential Use, T3: Transport Interchanges, R6: Retail Development Out- of- Centre and EC7: Employment Proposals on Land Not Identified for Employment Use are relevant to an assessment of the proposal.
- 8.6 Policy H6: Change of use or Redevelopment to Residential Use permits the change of use of redundant land for residential use where:
- (i) There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement;
 - (ii) The resulting residential accommodation and amenity will be satisfactory;
 - (iii) There will be no unacceptable impact on the operating conditions of existing businesses;
 - (iv) Necessary community and transportation facilities are accessible or can be readily provided or improved; and
 - (v) It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no unacceptable risks to the end users.
- 8.7 Considering the proposal against this Policy H6, the site comprises a vacant brownfield site.
- 8.8 With Western Avenue to the eastern boundary, the site is located in a highly sustainable location, well related to the primary highway on a major route in/out of Cardiff city centre with a frequent bus route in both directions. In addition, Waun Gron railway station is located in close proximity, providing direct links to Cardiff city centre.
- 8.9 Given the site is set with a residential context, the residential development of the site is considered compatible with the surrounding land uses.
- 8.10 Policy T3: Transport Interchanges supports the provision and improvement of transport hubs to facilitate the transfer between transport modes and minimise travel demand and reduce car dependency and (iii) covers support for an interchange between local bus services.
- (iii) Measures to support interchange between local bus services
- 8.11 The site falls outside of any centres designated for retail, the proposals should also be considered against Policy R6: Retail Development (Out of Centre).
- 8.12 Local Development Plan Policy R6 only allows for retail development outside the Central Shopping Area, District and Local Centres identified on the Proposals Map if the proposal would meet the following criteria:-
- (i) There is a need for the proposed floorspace (with precedence accorded to establishing quantitative need);
 - (ii) The need cannot satisfactorily be accommodated within or adjacent to the Central Shopping Areas, within a District or Local Centre;
 - (iii) The proposal would not cause unacceptable harm to the vitality, attractiveness or viability of the Central Shopping Area, a District or Local

Centre or a proposal or strategy including the Community Strategy, for the protection or enhancement of these centres;

- (iv) The site is accessible by a choice of means of transport; and
- (v) The proposal is not on land allocated for other uses. This especially applies to land designated for employment and housing, where retail development can be shown to limit the range and quality of sites for such use.

8.13 In this instance the retail floorspace proposed is modest in scale A1 (101sq m) and A3 (165.1sq m) and provides an ancillary function to the operation of the transport hub and will provide local shopping facilities to serve the new resident population.

8.14 Policy EC7 provides criteria against which proposals for B Use Class employment on unallocated sites should be assessed and permits office use where the proposal cannot reasonably be accommodated in the Central Enterprise Zone and the Central and Bay Business Areas; the site falls within the settlement boundary and has no specific policy designation; the use is compatible with the surrounding area and; the proposal is well related to the primary highway network and to sustainable modes of transport.

8.15 The proposed office space is modest in scale (165.1sqm) and will accommodate staff offering support services to residents accessing the temporary accommodation. Given its location in the settlement boundary together with being well related to sustainable modes of transport and the primary highway network, the proposed office use raises no land use policy concerns when assessed against Policy EC7.

8.16 Assessed against the above policy framework, the application raises no land use policy concerns.

Design

8.17 This scheme has been long in gestation and there have been extensive discussions with planning officers. The big issue has been scale and massing. Housing accepted the view that the originally proposed scale was too bulky. The site has some landmark qualities in an area of uniform semi-detached hipped roofed homes, with a standard set back and front gardens. Creating a landmark in the area in a highway dominated environment will not cause detriment. The isolated nature of the site sets it comfortably away from any amenity impacts (described later in this report), but at a scale that was only really a step up from what is local. The distance allows for 4 storeys to be acceptable fronting Waun Gron, with a tower of 7 storeys away to the south. The building will appear quite striking as you approach from the south and up the rise from under the railway bridge. There is good variety to the roofline.

8.18 The design includes a very carefully composed set of facades. This went through a few iterations, with some emphasised stair wells. The solution is well composed from all directions. The framing creates a great structure and interesting shadow lines which give the building some solidity. This can be seen

in the precedents on the DAS which do help visualise the outcome. The use of a glazed brick in the panels is interesting and striking. The materials should be conditioned so that samples can be seen and materials can be seen together (proposed condition 15).

- 8.19 The scheme essentially ties two blocks together, reflecting a slightly different type of homes/accommodation. This is invisible externally now that the cores are visually united in terms of materiality. The two cores are divided by the ground floor units. The scheme does everything that it can to create active ground floor uses. Most of the units offer a very good street frontage, with well-designed facades. The unit next to the bus station is much less public facing but would be clearly visible to bus travellers changing buses and accessible to future occupants.
- 8.20 The block and unit orientation offers mixed orientation, with some homes facing the street, and some facing the roof terrace. The balcony landscape plan offers some defensible space for adjacent units.
- 8.21 The pattern of building access animates the street along the principal frontages. Care has been taken in the domestic interface fronting Western Avenue (this has been illustrated in the DAS). The homes have their own front doors and a front garden, a boundary wall, incidental seat, lockable external storage, and verge planting including trees. This is a really positive interface and an exemplar treatment.
- 8.22 The Tall Building SPG says that the impact of the building at street level warrants focussed design to ensure successful design for the pedestrian experience. The interface between the building and the street or public realm is critical to the success of the overall building. The building at street level needs to integrate well into the remainder of the built environment. Active ground floor uses (in addition to residential access) including a sufficient number of entrance points are essential in urban locations at intervals along the façade at strategic places to enliven the street throughout the day and night. The quality of material, detailing, glazing and window design needs to articulate the street interface as a distinct section of the building to reinforce an animated facade. The development is in accordance with this guidance.
- 8.23 As well as balconies the scheme also includes exemplar winter gardens as an equivalent to an open balcony. This is done adjacent to the highway so that people have a little more control over whether the traffic has an impact. If it's too noisy you can shut the doors/windows, but still have an outside feeling. When it is quiet you can open it up. Again, this resident control is exemplary and is welcome.
- 8.24 In principle the scheme is well landscaped with a maximum number of trees that can be accommodated on this site. The scheme includes planting verges, and results in quite a green bus station which is commendable, including another suds scheme which adds significantly to the qualities of the place. The public realm is also attractively paved.

- 8.25 The existing public pattern of access for pedestrians and cyclists isn't affected. Straightforward pedestrian routes through the bus station are provided. Overall, the development results in a significant enhancement to the public realm (further controlled by proposed condition 23) with an attractive development fronting the streets, with a lot of richness and surveillance.

Representations

- 8.26 Various issues have been identified in the Representation section of the report and are addressed as follows:-

Too high/Obtrusive/Materials inappropriate and out of character with area

- 8.27 The Tall Buildings SPG says a tall building outside the city centre is normally considered to be:

Buildings which are double or more than double the height of surrounding properties or significantly taller in terms of actual height and number of floors.

- 8.28 That part of this building nearest dwellings in Waun Gron Road is 4 storeys, 14.8 m high compared with existing 2 storey dwellings which are 8.2 m high. The building then rises (in stages) to 7 storeys 24m high at the southern end of the site next to the railway line and bridge which separates the proposal from existing residential development.

- 8.29 Residential development in the area is primarily 2, 2.5 and some 3-storey residential development. However, the site is bounded by a railway bridge, railway embankment, elevated railway station and dual carriageways on the other two sides. The proposed building is 34m distant from the nearest house in Lloyd Avenue, 48m from the nearest house in Davies Place and 32m from the nearest house in Waun Gron Road. The proposed building sits within a relatively self-contained island rather than the middle of a continuous residential frontage and where the former use was a civic amenity site.

- 8.30 There is a 4 storey BT building topped with aerials on Western Avenue that adjoins a residential curtilage and is 7m away from the side wall of 371 Western Avenue. This building is 400m north east of the application site.

- 8.31 The Crescent, at the junction of Western Avenue and Cardiff Road, is mainly 6 storeys tall and is a much larger building than currently proposed. The Crescent is similarly on a triangular island site, surrounded by roads. The Crescent lies within the Llandaff Conservation Area.

- 8.32 The site is 0.8 kilometres from the edge of Llandaff Conservation Area and 380m from the southern edge of the Insole Court Conservation Area and separated by residential development. In view of the separation distance and intervening urban development it is not considered that this proposal has a significant impact on either Conservation area such as to warrant the refusal of this application.

- 8.33 Details of the materials to be used is to be covered by proposed condition 17.

The applicant says in the DAS that a light buff brick with red tones and a light mortar have been specified. Glazed brick panels of cream brick panel inserts are also proposed.

- 8.34 The Tall Buildings SPG says that tall buildings outside the city centre are unlikely to be supported unless they can be demonstrated as meeting all the criteria outlined in this SPG. The guide also says that well-designed tall buildings in appropriate locations have the potential to add significant value to Cardiff. They can enhance skylines and provide recognisable landmarks. Tall buildings can draw attention to locations of visual importance such as major public transport interchanges.
- 8.35 The Guide says that all tall building proposals must demonstrate that:
- (a) *There would be no negative impacts on important views or vistas.*
It is not considered that any important views or vistas are adversely affected
 - (b) *The character or setting of heritage assets is not harmed.*
The nearest ancient monuments are a kilometre or more from the application site. The nearest conservation area is 380 m distant and separated by existing urban development. The nearest listed building is some 220m distant and separated by existing urban development. It is not considered that a heritage asset or its setting would be adversely impacted.
 - (c) *The proposal will be a positive feature in skyline & streetscape, either by complementing a cluster of tall buildings or forming a strategic landmark.*
The building would be a strategic landmark at a bus interchange/railway station and junction on Western Avenue.
 - (d) *No material harm is caused by overshadowing or overlooking.*
No material harm would be caused by overshadowing or overlooking. The nearest dwellings are well over 21m from windows in the proposed development and the development does not infringe the 25 degree guide to any surrounding dwelling.
 - (e) *There will be walking and cycling accessibility to sustainable transport and local facilities.*
Sustainable transport would be immediately accessible, and provision will be made for safe and secure cycle parking.
 - (f) *Exhibit exceptional architectural standards: elegance in form, silhouette and quality of materials.*
The building is considered to be of a high architectural standard using quality materials.
 - (g) *Maximise activity through ground floors uses and fenestration.*
The proposal provides for ground floor uses and entrance doors to individual ground floor apartments and conforms to this requirement.
 - (h) *Provide the highest standards of building performance, safety, inclusivity and adaptability.*

As a very high density form of development, tall buildings have great potential to promote and deliver excellence in sustainability and help to conserve land resources. This guidance aims to ensure that innovative design solutions are employed to ensure that buildings achieve low carbon targets. For this

development the energy use strategy seeks to adopt heating and power solutions that will drastically reduce CO2 emissions, maximise the use of renewable technology (no gas boilers) and reduce the demand homes will have on the grid. This will be achieved by designing in from the start Photo Voltaic panels linked to battery storage, heating via Ground Source Heat pumps (GSHP) and Mechanical heat recovery systems. This will result in high a performing building, achieving significant improvement against Part L of the Current (2014) Building Regulations.

The site would be secured by CCTV (see proposed condition 19) for reasons of safety. Access to the temporary accommodation is connected to the ground floor office, ensuring that these potentially vulnerable residents have access to relevant support if required. The first-floor terrace is for residents' use only and is overlooked by both habitable rooms and shared circulation spaces. The residential development will be designed to comply with Secured by Design. Level access and lift(s) would be provided for inclusivity and the building could be adapted for other or modified residential purposes if ever required.

The nature of the commercial spaces, and the proximity of the building to the bus interchange and wider transport hub means that the site will be well used, reducing the opportunity for antisocial behaviour.

(i) Include exemplary cycle storage, low car parking levels and integrated servicing, recycling and waste storage.

The building provides for secure cycle/bin storage and has no private car parking provision.

(j) Prove that the development will not create adverse microclimatic effects.

It is not considered that the building is so large as to create adverse microclimatic effects.

(k) Deliver significant enhancements to the public realm.

The proposal will include tree and raised planting beds along the eastern boundary fronting Western Avenue. A 30m length of block paving fronting the entrances to the ground floor apartments and cycle store on the eastern elevation and a 23m length of block paving between the retained bus bay and northern elevation will be created. These measures along with block paving throughout the interchange will enhance the public realm and will be further controlled by condition 23.

Inadequate Parking

- 8.36 No off-street car parking is proposed to serve this development. There is no minimum car parking requirement for this form of development in the Council's car parking standards. The site is well served by public transport by bus and rail. 48 cycle stands are proposed for residents and 4 for cycle stands for office staff to meet the Council's parking standards. The Transport Officer has no objection to this element of the proposal and the suggested Unilateral Undertaking in respect of Traffic Road Orders for residents parking or controlled parking zones, car club space and Travel Plan condition (proposed condition 24) will be positive

mitigation measures.

8.37 Parking surveys were carried out by Lime Transport over two nights (Wednesday 10th and Thursday 11th of March, 2021) and discovered that the existing on street parking demand is at 63% within 200m of the application site and there were 48 space spaces available, before practical capacity is reached at 85. Lime Transport say that above a level of 85% capacity, finding a space may become difficult and vehicles may need to circulate in an area. Daytime parking surveys were carried out on Thursday 11th March and Saturday 13th March, 2021. Parking demand was at 63% and there were 48 spare space spaces available, before practical capacity is reached at 85%. There were 81 unoccupied spaces in the survey area both night and day.

8.38 The Council's policy KP8 SUSTAINABLE TRANSPORT requires:

Development in Cardiff will be integrated with transport infrastructure and services in order to:

- i. Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.
- ii. Reduce travel demand and dependence on the car;
- iii. Enable and maximise use of sustainable and active modes of transport;
- iv. Integrate travel modes;
- v. Provide for people with particular access and mobility requirements;
- vi. Improve safety for all travellers;
- vii. Maintain and improve the efficiency and reliability of the transport network;
- viii. Support the movement of freight by rail or water; and
- ix. Manage freight movements by road and minimise their impacts.

8.39 Paras 5.225 and 5.226 of the LDP states:

5.225 Providing for interchange between transport modes is essential to the efficient functioning of the transport network and making sustainable travel options more practical and attractive. This is particularly important in relation to the public transport network. This Policy provides support for all forms of transport interchange that help meet these requirements and deliver the modal shift objectives of the LDP. It is important that these interchanges are accessible to disabled travellers and people with prams/young children.

5.226 Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

8.40 The Tall Buildings Design Guide states amongst other things:
Tall buildings will only be acceptable in locations that are highly accessible by walking and cycling to a range of sustainable transport options, particularly bus stops on core routes and railway stations ...

and

The LDP targets for sustainable transport and aspirations for low carbon design mean that it will be unsuitable for private cars to be the predominant means of access to tall buildings. Important considerations in determining applications include capacity of the existing transport network, the quality of pedestrian and cycle links between the proposed site and public transport infrastructure and the feasibility of making improvements to the transport system. For proposals in sustainable locations, reduced or zero parking provision will be sought which will ensure that the development is not dominated by its parking provision. The design of parking measures needs to be considered along with the design principles for the public realm. Travel plans will be required to support sustainable transport proposals.

8.41 Whilst visitors may wish to visit friends or family members within the proposed building they may walk, use public transport or private vehicle. If visitors choose to use a car they would be like any other visitor to this area and would have to find a lawful place to park.

8.42 The bus station is a key strategic asset, part of the city's aim to encourage a network of connected hubs around the ring road. It is well designed in principle with a degree of daytime surveillance from the new commercial unit, and a degree of filtered surveillance from the flats and balcony at other times. This should make the area feel overlooked and safe, especially with the installation of CCTV cameras.

8.43 The Housing Officer states:

The council intends this to be a car free development, it is in a highly sustainable location due to the proposed transport Hub and is close to local facilities and schools. As such, a local lettings policy will be implemented that will prioritise the allocation of properties to those tenants without cars in the first instance. The council will also endeavour to re-let properties that become void to tenants without cars.

Local area cannot accommodate transient population under 25/their problems manifest in the area adversely affecting quality of life of existing residents/create ghetto/Inadequate Infrastructure/Schools Overcapacity/Begging

8.44 There is a critical need to accommodate people in need of accommodation. Help will be available 24 hours a day to support residents from on-site staff. The staff office will be located next to the entrance to the supported living units.

8.45 The location next to public transport links and the inclusion of a cycle store will help assist with travel to work for future residents. There is an A3 use directly opposite the site and a small retail outlet on the western side of the railway bridge. There is a Co-op store and 2 cafes 250m east of the site. There is a church 250 m west of the site. The proposed development will also contain two shops

8.46 Trelai Park, and Fairwater Park are both within 1 kilometre of the application site, Llandaff Fields is just over 1 kilometre. Victoria Park is approximately 0.5

kilometre distant, and Waun Gron Park is on the other side of the railway bridge adjoining the application site. The proposed development will also include a first-floor roof terrace.

- 8.47 No evidence has been submitted that providing a vulnerable person with accommodation and an address would lead to a local increase in begging. The South Wales Police have no objections. The Education Officer has no objections.

Disturbance/Danger/Potential Property Damage during construction period.

- 8.48 It is normal practice to enclose development sites with hoardings, for a banksman to safely control vehicles into and out of the site and for a wheel wash facility to be provided. Such matters are covered by proposed conditions 4 and 5. There will inevitably be some disturbance, but this will only be for a temporary period, whatever development would take place and will be mitigated by proposed conditions and the Pollution Control Act.
- 8.49 If during any development damage was caused to a third party then this would be a matter for the developer to address. There is no scheme under planning legislation for developers to compensate people for disturbance during the construction period.

Sufficient Office/Retail Space in Cardiff.

- 8.50 These issues were addressed in paragraphs 8.11-8.15 of this report. In addition the Tall Buildings Design Guide states:

Tall buildings should ideally contain a range of land uses to support a vibrant area. At the least, ground floor uses should support frequent coming and going and overlooking.

- 8.51 The office use proposed is ancillary to the use of the apartments and is not intended as a general office use that could be accommodated elsewhere. The retail units proposed will serve both the local community and bus travellers. The proposal is in line with the guidance.
- 8.52 The planning system is not designed to prevent competition between different retailers.

Adverse Effect on Privacy

- 8.53 The Tall Buildings SPG states:

Tall buildings will not be permitted in locations where they would overshadow or overlook adjacent properties to the significant detriment of the amenity of neighbouring occupiers

- 8.54 The nearest dwelling to the east of the proposed building is No 11 Lloyd which is 34m distant and 21m distant from its rear boundary. Western Avenue separates the development from no 11 Lloyd Avenue.

- 8.55 The nearest dwelling to the north in Waun Gron Road is 32 m from the nearest part of the proposed building. Waun Gron Road in this location has 3 eastbound carriageways, a grass verge and two westbound carriageways separating it from the application site.
- 8.56 The nearest dwelling to the west in Davies Place is 48 m from the nearest part of the proposed building and separated by a railway line and associated platforms at Waun Gron Park station. In addition there are a row of trees to the east of Davies Place.
- 8.57 The platform at Waun Gron Station would be over 40m from habitable windows in the proposed development and some 25m from the roof terrace.
- 8.58 There is no infringement of the Council's privacy standards of 21m between habitable rooms of different dwellings directly facing each other in this case, to the nearest dwellings or from Waun Gron station platform to the proposed development and as such it is not contrary to guidance in the Tall Buildings SPG or Residential Design Guide.

Site should be used for other purpose/Why not house people in need somewhere else

- 8.59 Objectors have suggested that the site should be used for other purposes such as restoring the site to a Civic Amenity Site, creating a car park, building family homes etc. This application has to be considered on its own merits as to whether the proposed development is or is not acceptable.

Add to Noise/Pollution in the area and impact on future residents

- 8.60 The Noise Officer and Pollution Control Officer have no objection subject to conditions, which are included in the recommendation. Proposed conditions 6 and 7 are to address noise, proposed condition 18 is to address fumes from the A3 use and conditions 26-31 are to address contamination.

Proposed building will add to light pollution.

- 8.61 Most urban areas including cities such as Cardiff are adversely affected by light pollution from numerous sources which reduces clear views of the stars. There is no evidence that this building or the bus interchange will significantly affect that situation. Proposed condition 16 is designed to mitigate any adverse impact from light pollution on the surrounding area.

Adverse Impact on future residents next to Bus Station/Railway Station and Roads.

- 8.62 The Noise Officer has no objection subject to conditions (6 and 7). The Air Quality Officer has no objections.
- 8.63 Existing housing in the locality already exists close to the railway line and/or main

roads. The proposed building is designed to take account of its proximity to Western Avenue, the bus interchange and railway station.

Overshadowing.

- 8.64 The proposed building is designed so that its height reduces from south to north. The nearest dwelling to the south would be some 60m+ distant. The nearest dwelling in Davies Place to the tallest part of the building would be 50m distant and to the west. The nearest dwelling in Lloyd Avenue would be 34m to the southeast, at an angle and at a higher level than the future slab level of the apartments. The nearest dwelling in Waun Gron would be 32m distant from the 4-storey element of the proposed building. The Council's 25-degree guidance is not infringed in relation to any of the nearest dwellings. Therefore, it is considered that there is no material adverse effect on daylighting or overshadowing to the nearest dwellings.

Devalue Properties

- 8.65 No evidence has been submitted to substantiate this claim. In any event this is not considered to be a material planning objection.

Destroy Wildlife Habitat

- 8.66 NRW has raised no adverse comments.
- 8.67 An Ecological Assessment was submitted with this application that recommended the following mitigation measures:

Assuming that the railway corridor supports a population of reptiles, there is a small chance that individual animals might occasionally stray onto the vegetated areas of the Site from the adjacent railway line. As a precaution, to avoid any breaches in the legislation occurring from incidental killing and injury to reptiles, it is recommended that the vegetation on Site is carefully cleared prior to ground works for the development commencing. This would involve cutting the scrub down to ground level with brush cutter/chainsaws and removing the arisings from Site. The grassy areas should be cut to at least 5cm short to remove any opportunities for concealment by reptiles. The vegetation should be maintained in this short state until groundworks commence. Ideally, scrub clearance (and any tree removal that is required) should be done outside the bird breeding season which runs from about mid-March to the end of August. However, if timing does not allow this, a check of the vegetation should be carried out by an ecologist prior to removal to ensure no active nests are present.

Given the urban nature of the development, and its setting within a transport intersection, opportunities for biodiversity enhancement are limited. However, bird and bat boxes could be placed on the new dwellings if appropriate locations can be identified. Where landscaping is provided within the development, consideration should be given to making it as wildlife-friendly as possible within the urban constraints of the Site.

Landscaping the grounds of the new development provides an opportunity to

create wildlife friendly gardens, where space allows. Berry and nectar-rich shrubs such as buddleja, berberis and privet could be planted, along with a good range of nectarrich herbaceous species. Ground cover species could include aubretia; bellflower *Campanula carpatica*; wood anemone *Anemone nemorosa* and bugle *Adjuga reptans*. Taller species good for invertebrates include fleabane *Erigeron* sp.; golden marguerite *Anthemis tinctoria* and red valerian *Cetranthus ruber*. The new planting should aim to create structure diversity that will provide cover for birds and ground species. The following link to the Royal Horticultural Society website provides an extensive list of plants that are good pollinators at different times of the year. <https://www.rhs.org.uk/science/conservation-biodiversity/wildlife/perfect-forpollinators>

Bat Boxes There are many different makes and models available but, as an example, the Beaumaris Woodstone Bat Box would be suitable. The bat box should be erected at the top of the wall, just under the eaves and away from any external lighting.

Bird Nest Boxes It is recommended that a bird boxes are provided for house sparrows *Passer domesticus*. These communal-nesting birds are under threat nationally, and the development provides the opportunity to provide some bespoke nesting habitat for the species. A 'sparrow terrace' could be erected on selected walls of the new dwellings. A suitable example is the Schwegler 1SP sparrow terrace. The box should be installed at least 2m above the ground.

- 8.68 The mitigation measures identified in the Ecological Assessment are covered by proposed condition 20.

Flooding, Drainage System cannot cope and SUDs scheme will create problems

- 8.69 The application site is not within a river or sea flood zone and is not identified as liable to flooding. Waun Gron Road, bordering the northern edge of the site, and under the railway bridge are susceptible to surface water flooding.
- 8.70 Drainage from the site will principally be controlled by the SAB Authority who will determine a separate application for the drainage arrangements. SUDs features have not been identified as a breeding ground for mosquitos in Wales but when landscaped, as proposed in this case, make a positive contribution to biodiversity.
- 8.71 The Tall Buildings SPG states that: Opportunities to manage water run-off through sustainable drainage systems through hard and soft landscape are encouraged and should be investigated. This proposal is in line with the guidance.
- 8.72 There is no objection from NRW to this proposal. Welsh Water has no objections subject to proposed condition 3.

Not allocated for this use in LDP

- 8.73 The Policy position has been addressed in paragraphs 8.1-8.16 of this report.

Discriminates

- 8.74 The Housing Officer identifies the future occupants on this particular site. The Housing Department has for other sites identified whether the accommodation is required for family or older persons to address the city-wide housing requirements for those in need of accommodation. The provision of lifts within both blocks allows for ease of access to the various floors. Condition 21 is in part designed to ensure ease of movement throughout the site by disabled and people pushing prams. The previously approved was developed up to the adjoining access leading to the railway station in the same way as is currently proposed and does not have a detrimental impact on existing access arrangements.

PAC was inadequate

- 8.75 The DCfW advised the applicant to conduct community consultation. A Pre-Application Consultation (PAC) exercise was undertaken in accordance with the government's arrangements during Covid.
- 8.76 Prior to the submission of the planning application the applicant undertook a Pre-Application Consultation (PAC) process in accordance with the procedures identified and undertook the required consultation exercise. The results of the PAC have been submitted as part of the planning application and can be viewed on the planning page of the Council website.
- 8.77 Reproduced below is part of sections on the amended procedures because of Covid and on representations contained within the PAC report.
- 2.3 As a result of the Covid-19 pandemic, regulations relating to PAC in Wales were changed in order to comply with the government restrictions. Article 2C(1)(B) of the DMPWO requires information about the proposed application to be available for inspection at a location in the vicinity of the proposed development for no less than 28 days. However, premises that would usually be used to hold hard copies of information or provide public computer facilities had to close as part of the measures introduced by the Health Protection (Coronavirus Restrictions) (Wales) Regulations 2020. The requirement in article 2C(1) to make information available for inspection in the vicinity of the proposal is temporarily replaced. Developers are now required to make all the information available on a website and send hard copies of the documents to any person who requests it.
- 4.1 In line with article 2F(2)(d) of the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016, Appendix A contains a copy of the Schedule 1D notice given to community consultees, whilst Appendix B contains a copy of the notice 1C given to specialist consultees. Community / Adjoining Owner/ Occupier Notices

4.2 Bilingual Schedule 1D notices were sent to surrounding occupiers / owners of land adjoining the development on 29th January 2021 and the local ward Councillors – Cllr Parry, Cllr Driscoll, Cllr Ford, Cllr McEvoy and Cllr Hill-John.

4.3 The letters informed them of the applicant's intention to submit an application. The notices also identified where the associated plans and reports could be viewed and how to provide feedback concerning these. They also outlined where and how hard copy plans could be obtained, if required.

4.4 Additionally, given the restricted circumstance, further procedural measures have been adopted to ensure a widespread of local residents have been notified as part of the PAC process. This included a letter package to over 200 neighbouring properties surrounding the site. The letter package included a Schedule 1D site notice, leaflet (Appendix H) and covering letter – all of these documents provided detail of the proposed development and contact details for those who wished to respond with written representations. As aforementioned, given that not all residents will have access to internet during the local lockdown period, and in the knowledge that local libraries are not available throughout lockdown, a 'print and post service' was also provided, in which hard copies of the document were printed and posted to those residents who have requested sight of plans and documents

4.5 There was a total of 335 responses received from; local residents, Councillors and Senedd Members. In addition, an iPetition was commissioned by a Ward Councillor which enclosed signatures from over 1400 members of the community.

- 8.78 The position of 4 site notices immediately adjoining the site are identified in the PAC report
- 8.79 Following the subsequent submission of the planning application it was publicised by 4 site notices in the vicinity of the application site, by a press notice, on the Council's website and adjoining occupiers/owners were notified by letter, as were local members. The publicity undertaken exceeds that required by the Regulations. The publicity undertaken appears to be successful in view of the number of representations received.
- 8.80 The DCfW response of 20 May 2020 is supportive of the scheme but ends with –“We would welcome the opportunity to review the scheme again when it has been developed but well in advance of a planning application.”
- 8.81 The applicant did not go back for a second review with the DCfW. The applicant has advised that they do not do that with their schemes and there is no requirement to do so either.

Refuse Storage/ Danger of Bin Store Fires

- 8.82 Internal bin stores have to meet the Building and Fire Regulations and is not controlled under Planning legislation. The Fire Services Officer has raised no objections to this proposal.

- 8.83 The applicant says that all refuse storage has been designed to satisfy Building Regulations (where residents need to be within 30m of their bin store). Each is accessed by residents via their main circulation core on the ground floor. Refuse collection will be via Waungron Road (service lay-by provided) for the northern most core, and the new highway which forms the bus interchange for the store to the south. The refuse stores have been designed to support the council's strategy for recycling, food waste and general waste, with cardboard and glass bins also accommodated for the A3 unit. The Waste Officer has no objections.
- 8.84 It is normal practice for bin stores to be incorporated within apartment buildings of this size.
- 8.85 In terms of fire prevention of the residential units, the current structural proposals for the residential development are to incorporate a Reinforced Concrete (RC) framing system, utilizing flat slabs at principle floor levels supported by RC columns and shear walls throughout to support variable actions in accordance with Eurocode 1 and 2. Flat slabs are easy and fast to construct, and the architectural finish can be applied directly to the underside of the slab. The absence of beams allows lower storey heights and flexibility of both partition location and horizontal service distribution. It is easy to seal partitions for airtightness, fire protection and acoustic isolation.

Roads cannot sustain bus interchange/not appropriate in residential area.

- 8.86 Planning permission has previously been granted for a bus interchange on part of this site and is in line with the intentions of the LDP.
- 8.87 The Transport Officer supports the proposed bus interchange which has previously been approved on this site.
- 8.88 Paragraphs 5.220 and 5.221 in support of Policy T2 STRATEGIC RAPID TRANSIT AND BUS CORRIDORS states:

Improvements to the Wider City Bus Network

5.220 Ensuring the bus is a more attractive and practical travel option is crucial to reducing car dependency, improving accessibility and effecting modal shift. Cardiff has an extensive local bus network serving most parts of the city. However, the bus is not an attractive travel option for many journeys in Cardiff. For example, most routes on the network are radial and converge on the city centre. This means that people have to travel into the city centre in order to access bus services to another part of the city. Consequently, the car is the preferred mode of travel for many relatively short journeys. To address this problem this Policy supports the expansion and improvement of Cardiff's local bus network, in conjunction with the development of Rapid Transit Corridors and Bus Corridor Enhancements. Technical work carried out by the Council indicates that re-configuring the network and introducing new orbital routes and points of interchange between routes and services would enable a much wider range of journeys within Cardiff to be undertaken by bus, thus reducing reliance upon the car.

5.221 Routes forming part of rapid transit corridors, strategic bus corridors and the wider city bus network will be connected in many locations across the public transport network. This offers the opportunity for interchange between services. Facilitating interchange with high quality passenger facilities and travel information will form an important element of enhancements to the city bus network.

Traffic Hazards

8.89 The Transport Officer has raised no objections.

Traffic Congestion

8.90 The Transport Officer has raised no objection and identifies that the interchange has a capacity for accommodating 40 buses an hour with minimal impact and will initially take 8/10 per hour

Control Sale of goods from A1 shop

8.91 The sale of alcohol and lottery tickets is a licensing matter and is not controlled under planning legislation.

Cold and miserable for bus passengers

8.92 The proposed building will cast a shadow over part of the bus interchange in the morning, however, bus passengers will be able to wait within modern bus shelters. The Transport Officer has raised no objection in respect of this matter.

Landscaping

8.93 Whilst landscaping has not been raised as an objection the Tree Officer identified a number of issues to be addressed. The applicant has submitted amended landscaping plans and responded saying that:

1. The tree pit section and finalised plant schedule are to be provided in the next stage for the rooftop terrace planting.
2. To enable a higher volume of soil if possible, we tried to incorporate one long raised planter to contain trees instead of smaller, separated planters. Therefore, we have made the proposal for trees boxed in yellow in dwg 201 where there is no need to include crossing points between the trees. The construction of timber sleepers is the same around the perimeter. Therefore, the section for the raised planting bed and the raised planter are the same. Hence, we have not provided an additional tree pit section for the raised planting bed. For clarity, we have renamed 021 as typical for raised planters and planting beds.
3. The Tree Officer's suggestion for tree species has been put into the amended plan.
4. The applicant has responded to the Tree Officer's query about GreenBlue Urban RootSpace product to be used by confirming that the design

intends to use GreenBlue Urban RootSpace. Tree pit detail has been updated to include the products. Detailed specifications to be provided in the next stage. The mixed layer is a transitional layer to key in the topsoil and the subsoil.

5. Full topsoil and subsoil specification to be submitted in the next stage. They shall extend to include interpretive reports by a soil scientist for amelioration and actions required to bring soils up to the required specification.

- 8.94 It is considered that any further landscaping matters can be addressed by planning conditions (10-14) as identified by the Tree Officer.

Crime and Disorder

- 8.95 Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application.

- 8.96 In response to the Police comments the agent says that CCTV, Lighting, Utilities, Property Identification, Window Security, Intruder Alarm, and Door Security - to follow through in spec; Perimeter Security – low wall/planting to front boundary of gf apartments; Landscaping and Planting, Bike and Bin Stores –will comply; Drainpipes- will be internal; Building Shell – will ensure steel and glazing meet secured by design requirements; Access to temporary accommodation and each floor- will be controlled by audio/visual verification; Separation on ff terrace between blocks – not agreed as use of terrace to be integrated.

- 8.97 The police have raised no objections that future occupants will cause the problems some residents fear. The Police state amongst other things that:

Consideration should be given to installing a CCTV system to protect the fronts of the commercial units, cycle stores, bin stores, the terrace and the entrance into the accommodation block.

- 8.98 I believe it would be necessary to require this as a condition and for CCTV coverage to extend to the bus interchange and would be addressed by proposed condition 19. The available use of the terrace garden at first floor level is in the interests of the wellbeing of all residents in the building and to barrier it off would reduce its useability.

Equalities Act

- 8.99 The Equality Act 2010 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.

8.100 The applicant states that:

With regard to concerns surrounding equality, both the temporary accommodation and general needs accommodation will be made available to all age groups. All general needs flats are accessible by wheelchair users with the ground floor units fully equipped for disabled users. Please note, the development benefits from 2 lifts to ensure access for residents at all levels.

8.101 In respect of the access issue raised by TfW the applicant states:

On the issues raised in relation to station improvements (ramp access etc), ...we have been trying really hard to engage TfW to get their commitment to a joint approach. Obviously we cannot fund station improvements ourselves and they have been unable to commit any funding from their end or provide a timescale for station improvements planned as part of the Metro. It was considered unfeasible by TfW to be able to do any major works that would improve ramp access, but there are public realm improvements we can make with them, should they so wish to. We will endeavour to keep working with them should the scheme receive consent.

8.102 The Transport Officer also states that:

The ramps are part of the station owned by TfW and as such not under the control of the Council (as applicant or Highway Authority).

And

it looks like TfW and the Council are willing to work together to provide improvements should Station Improvement funds become available. However as confirmed by Housing the Council cannot independently fund the improvements.

8.103 The local planning authority cannot require the ramps to be made compliant with current standards (assuming they are not currently)

Wellbeing

8.104 Section 3 of the Well-Being of Future Generations Act 2016 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. The proposed affordable housing will help promote wellbeing by the provision of good quality accommodation for future occupants in need of such accommodation. Some local residents have expressed wellbeing concerns for the future residents and themselves. The Housing Department will be responsible for the future wellbeing of residents with

onsite 24 hour support in the building and other concerns have been addressed by this section of the report and various proposed planning conditions.

9. **CONCLUSION**

9.1 A Direction has been received from the Welsh Government stating:

Article 18(1) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (“the Order”) enables the Welsh Ministers to give Directions restricting the grant of permission by a Local Planning Authority (“LPA”). I am authorised by the Minister for Climate Change to issue such Directions and, in exercise of this authority, I hereby direct your LPA, with effect from the date of this letter, not to grant planning permission in respect of: (a) application no. 21/01359/MJR referred to in the heading to this letter; or (b) any development of the same kind which is the subject of the application on any site which forms part of, or includes the land to which the application relates, without the prior authorisation of the Welsh Ministers. 3. I issue this Direction to enable further consideration to be given to whether or not the application should be referred to the Welsh Ministers for their determination. 4. The Direction prevents the LPA only from granting planning permission; it does not prevent the LPA from continuing to process or consult on the application. Neither does it prevent the LPA from refusing planning permission

9.2 Notwithstanding the above Direction the proposals are considered to accord with planning policies at both the national and local level. In particular, it is considered that there are a number of material considerations in support of the application, which include the following:

- The site is suitable and available for development, the proposed development would utilise a vacant and derelict Brownfield site, bringing it back into beneficial use
- The site is located within the defined settlement of Cardiff, within proximity to the city centre location therefore, the principle of developing the site as a mixed-use development would be acceptable in principle in terms of the LDP
- The proposals would provide 44 no. apartments providing much needed Council accommodation in a sustainable location and conforming with LDP policy
- The site is located within proximity to a wide range of services and facilities accessible on foot
- The proposals support the use of public transport through the bus interchange and support accessibility to sustainable methods of travel
- The proposed scale of the built form is considered to be appropriate with the character of the immediate surrounds
- The proposed material palette would enhance the area’s visual outlook, and be of sustainable build principles
- The proposed siting and scale of the proposal has been designed to account for any residential amenity impacts to future users and of residents neighbouring the site
- The proposed design, scale and massing would not have a material impact upon the adjacent buildings or area

- The site is not subject to any unresolvable technical, ecological, archaeological/heritage, flood risk and drainage, or other environmental constraints; and
 - The proposal comprises a new strategic bus interchange for the city with facilities for pedestrians and cyclists – a hub for sustainable and active travel.
- 9.3 There are no objections from technical consultees to this development subject to conditions and a Unilateral Undertaking.

10. **SECTION 106**

- 10.1 The developer will be required to enter a Unilateral Undertaking that provides for:
- (i) £32,811.01 contribution to create or improve community facilities in the local area.
 - (ii) £61,423 contribution towards POS in the local area.
 - (iii) £8,000 contribution for the investigation and implementation of revised and new Traffic Regulation Orders (TROs) as required as a consequence of the scheme. (Such TROs could include Resident Only parking or a Controlled Parking Zone, junction/bus stop protection and/or other Orders as identified. For the avoidance of doubt, this contribution is required in addition to and falls outside the areas of the network covered by the highway works condition (proposed condition 25)).
 - (iv) The developer is to commit to working with Transportation to identify a suitable location in the vicinity of the site for the provision of either an EV charging point or Car Club space, and thereafter to implement the provision, and to include as required infrastructure TROs and any associated requirements.
- 10.2 The Housing Officer has confirmed willingness to enter the required Unilateral Undertaking.





This drawing must not be scaled.
 Figured dimensions and levels to be used.
 Any inaccuracies must be notified to the architect.
 Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:		
A	Site Boundary added and site clarified.	MB 18.12.20
B	Trees added to outside of site area.	MB 27.01.21
C	Ground floor and lanscape updated.	ML 14.05.21
D	Lanscape updated. Water fountain and bike pump erased.	ML 24.05.21

Rev:		

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

powelldobson
 ARCHITECTS

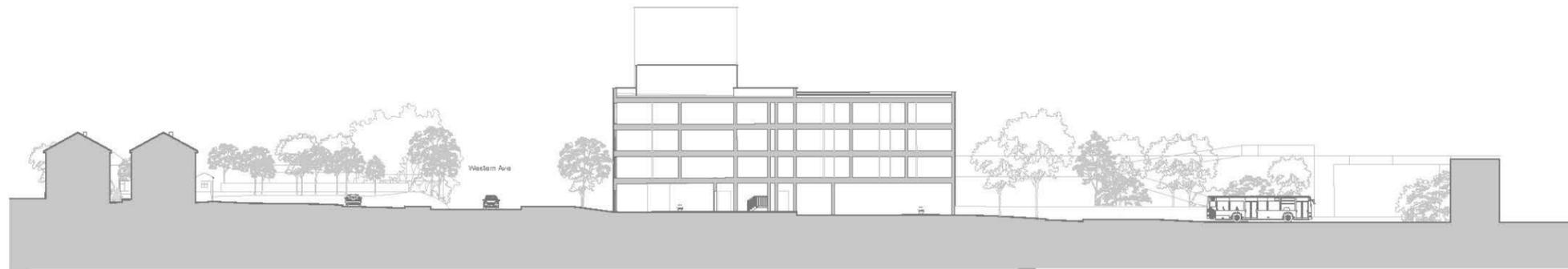
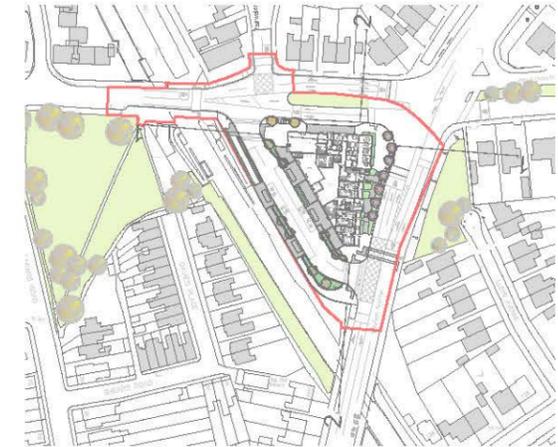
Cardiff Office: Suite 1F, Building One, Eastern Business Park, Wern Fawr Lane, Old St Mellons, Cardiff CF3 5EA
 Tel: +44 (0)33 33 201 001 Fax: +44 (0)29 2079 1212 email: cardiff@powelldobson.com

Contract: Cardiff Council
 Waungron Road
 Title: Proposed Site Layout

Drawing No.	Rev.
19127(05) 101	D

Scale: 1:500 @ A2
 Date: Dec 2020
 Drawn: LM / MB
 Checked: SJ

Proposed Site Sections



Site Section 1



Site Section 2

Massing Models



Sketch view from Western Avenue



Western Avenue Elevation (East)



New interchange Elevation (West)



Western Avenue Elevation (East)



Waungron Road Elevation (North)



South Elevation



New interchange Elevation (West)



Indicative CGI of proposal from Western Avenue

Ground Floor Plan

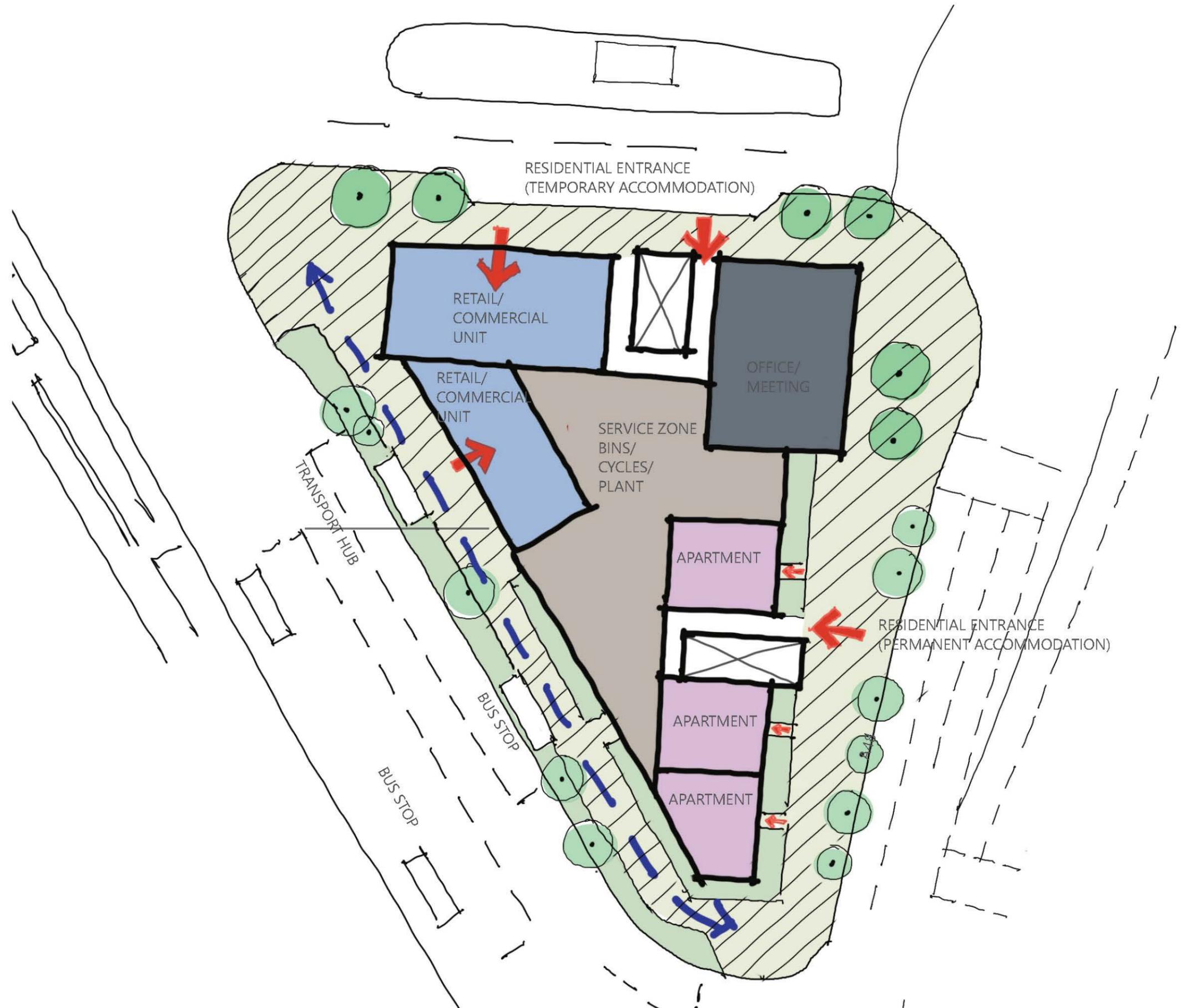
The design considers the two distinct areas of housing need, providing a coherent development, but keeping the two types of housing provision 'self-contained' with their own entrances, lifts and stairs. Shared elements included the roof terrace and bike stores.

Space standards for the temporary accommodation do not need to be DQR compliant so more units can be provided. The permanent accommodation all meet and indeed exceed DQR standards currently in place.

The design was developed in some detail and forms the basis of the current proposal.

Key features:

- Provides active commercial frontage to Waungron Road
- Provides high quality public space fronting the Waungron Park Station access.
- Bins, bike storage and plant space take up the ground floor immediately bordering the bus interchange
- Independent access for the temporary accommodation units from Waungron Road, connected with the supporting office facility.
- Access to the permanent accommodation from Western Avenue, set back allows for potential greening of this edge and independent front doors





This drawing must not be scaled.
 Figured dimensions and levels to be used.
 Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:	Issued for PAC	CHKD:
A	The number of units decreased by 6 due a size reduction of the building for a better integration with the north buildings. Fenestration of the core. Refining the ground floor windows. Wall cavity increased by 50mm. Bin Store added for the units.	2021.01.28 2021.05.05
B	Updated Bin Store. Added Generator room. The west wing strengthened 300mm.	2021.05.07 2021.05.13
C		

STATUS

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PDA Job No:	SITE	ORG	LEVEL	DRG NO	REV
G19187	Waungron Road	PDA	00	(05)102	C

Contract: Waungron Road Regeneration Scheme,
 for Cardiff Council
 Title: Proposed Ground Floor Plan

Scale: 1 : 100
 Date: 28/01/2021
 Drawn: ML
 Checked: SJ



This drawing must not be scaled.
 Figured dimensions and levels to be used.
 Any inaccuracies must be notified to the architect.
 Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:	Issued for PAC	CHK'd:
A	The number of units decreased by 6 due a size reduction of the building for a better integration with the north buildings. Fenestration of the core. Refining the ground floor windows. Wall cavity increased by 50mm. Updated B10 Stairs: Added Generator room. The west wing changed to 300mm.	2021.01.28 2021.05.05
B		2021.05.13

STATUS

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Contract: **Waugron Road Regeneration Scheme,**
 for Cardiff Council

Title: **Proposed First Floor Plan**

PDA Job No:	SITE	ORG	LEVEL	DRG NO	REV
G19127	Waugron Road	PDA	01	(05)103	B

Scale: 1 : 100
 Date: 28/01/2021
 Drawn: ML
 Checked: SJ

5.5 SOFT LANDSCAPE

Planting around the development seeks to create a natural and lush aesthetic that maintains year-round interest, complements the architecture, and provides a new ecological resource for local wildlife.

A mixture of shrubs, ornamental grasses and perennials will be the basis for planting within the public realm, with species being selected to thrive in their particular conditions on site, be that within rain gardens, shade, or full sun. The use of grasses in particular creates an extra level of dynamism and sensory experience to the landscape; swaying and rustling in the breeze. An emphasis has been placed on perennial species that benefit the local ecosystem.

Street trees play an integral role in setting the building within the landscape with vertical green height and also feature within rain gardens. Their role in combating climate change is also important, absorbing carbon dioxide and reducing the urban heat island effect.

Constrained by existing utilities underground, tree-planting is extremely challenging along the north and east boundary of the site. Hence, the design proposes trees and large shrubs in raised planters with soil volume sufficient to support growth.

A green screen on the lower western facade of the building creates an attractive feature for the development that increases vertical greening and potential biodiversity gains.

See next page for an indicative list of plant species and raised planters.

- 1-3 - Examples for swales adjacent to roads
- 4 - Example for green screen

