

COMMITTEE DATE: 15/12/2021

APPLICATION No. **21/01666/MJR** APPLICATION DATE: 21/07/2021

ED: **GRANGETOWN**

APP: TYPE: Hybrid Application

APPLICANT: Cardiff Council (Housing Development & Neighbourhood Regeneration)

LOCATION: LAND AT CHANNEL VIEW ROAD, GRANGETOWN, CARDIFF  
PROPOSAL: HYBRID APPLICATION FOR MIXED-USE DEVELOPMENT. OUTLINE PERMISSION FOR: THE REDEVELOPMENT AND EXTENSION OF PART OF THE CHANNEL VIEW ESTATE FOR UP TO 319 RESIDENTIAL APARTMENTS AND HOUSES, UP TO 285 SQ.M OF RETAIL FLOORSPACE (USE CLASS A1), COMMUNAL GARDENS INCORPORATING ALLOTMENTS AND PICNIC AREAS, FORMAL AND INFORMAL CHILDREN'S PLAY SPACE, LANDSCAPING, CYCLEPATHS/FOOTPATHS, DRAINAGE INFRASTRUCTURE, ROADS AND PARKING; THE REGENERATION OF THE MARL PUBLIC OPEN SPACE TO INCLUDE NEW/IMPROVED SPORTS PITCHES, CHILDREN'S PLAY SPACE, A NEW 'BEACH', WATER FEATURES, LANDSCAPING, AND CYCLEPATHS/FOOTPATHS; THE PROVISION OF A NEW BUS/CYCLE/PEDESTRIAN LINK BETWEEN CHANNEL VIEW ROAD AND SOUTH CLIVE STREET AND A NEW CYCLE/PEDESTRIAN LINK BETWEEN SOUTH CLIVE STREET AND FERRY ROAD; THE PROVISION OF A NEW PARKING AREA; TOGETHER WITH ASSOCIATED WORKS (ALL MATTERS RESERVED FOR FUTURE CONSIDERATION). FULL PERMISSION IS SOUGHT FOR A FIRST PHASE OF DEVELOPMENT COMPRISING OF NEW TOWER BLOCKS (8-13 STOREYS) PROVIDING 81 OLDER-PERSONS (OVER 55S), COMMUNITY-LIVING ACCOMMODATION UNITS, A 115SQ.M COMMUNITY CAFE, COMMUNAL GARDENS INCORPORATING ALLOTMENTS AND PICNIC AREAS, LANDSCAPING, DRAINAGE INFRASTRUCTURE, FOOTPATHS, ROADS, PARKING AND ASSOCIATED WORKS

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**RECOMMENDATION 1** : That subject to the applicant entering a **SECTION 106** Unilateral Undertaking of the Town and Country Planning Act 1990, within 6 months of the date of this Resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in Section 9 of this report, and having taken the Environmental Information into consideration, planning permission be **GRANTED** subject to the following conditions:

1. Phasing of the development shall be implemented in accordance with the Phasing Plan (drawing no. 20004(05) Rev B) or with any modification to that Phasing Plan as may be agreed with the prior written approval of the Local Planning Authority.

Reason: To ensure that there is a clear and phased framework for both the development and the submission of Reserved Matters so that the development is carried out in a comprehensive, sustainable and coherent manner.

2. A. Prior to the commencement of a particular phase (or part thereof) of the approved development, excluding information relating to the proposed access (where not permitted by this permission), and landscaping (hereinafter called "the reserved matters") for that phase (or part thereof) of the development shall be submitted to and approved in writing by the local planning authority. B. Plans and particulars of the reserved matters referred to in condition 2A above, relating to the layout, scale and appearance of any buildings to be erected, the means of access to the site (where not permitted by this permission) and the landscaping of the site, shall be submitted in writing to the local planning authority and shall be carried out as approved. C. Application for approval of the first reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. Application for approval of all other reserved matters shall be made to the Local Planning Authority before the expiration of 10 years from the date of this permission. D. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of the last of the reserved matters to be approved, whichever is the later.

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

3. Approved Drawings: The development hereby permitted shall be carried out in accordance with the following approved plans and documents (other than where those details are altered pursuant to the requirements of the conditions of this planning permission);

- Site Location Plan - 20004 (05) 090 Rev C
- Site Development Layout (Masterplan) - 20004 (05) 100 Rev J
- Phasing Plan - 20004 (05) 101 Rev B
- Demolition Plan - 20004 (05) 102 B
- Existing Site Plan - 20004 (05) 103 B
- Existing Site Sections - 1 of 2 20004 (05) 104 B
- Existing Site Sections - 2 of 2 20004 (05) 105 B
- Marl Works Existing Plan - 20004 (05) 106 B
- Marl Works Proposed - 20004 (05) 107 A

- Phase 1 Site Plan - 20004 (05) 1100 G
- Phase 1 Proposed Street Elevations - 20004 (05) 1002 A
- Phase 1 Proposed Street Elevations - 20004 (05) 1003 A
- Phase 1 Proposed Street Elevations - 20004 (05) 1004 A
- Phase 1 Block A Plans - 20004 (05) 1100 E
- Phase 1 Block A Elevations 1 of 4 - 20004 (05) 1110 C
- Phase 1 Block A Elevations 2 of 4 - 20004 (05) 1111 C
- Phase 1 Block A Elevations 3 of 4 - 20004 (05) 1112 D
- Phase 1 Block A Elevations 4 of 4 - 20004 (05) 1113 C
- Phase 1 Block A Sections 1 of 3 - 20004 (05) 1114 A
- Phase 1 Block A Sections 2 of 3 - 20004 (05) 1115 C
- Phase 1 Block A Sections 3 of 3 - 20004 (05) 1116 A
- Phase 1 Block B Plans - 20004 (05) 1200 D
- Phase 1 Block B Elevations 1 of 3 - 20004 (05) 1210 C
- Phase 1 Block B Elevations 2 of 3 - 20004 (05) 1211 B
- Phase 1 Block B Elevations 3 of 3 - 20004 (05) 1212
- Phase 1 General Arrangement Plan - GA C 90 0040 P01
- Phase 1 Kerbing and External Surfaces - GA C 90 0041 P03
- Phase 1 Proposed Levels - GA C 90 0042 P02
- Phase 1 External Lighting Strategy (McCann and Partners)
- Phase 1 Cycle Store Details - 1300
- Vehicle Tracking: Main Bus Route Key - SK C 90 0004 P04
- Vehicle Tracking: Main Bus Rote 1 of 2 - SK C 90 0005 P04
- Vehicle Tracking: Main Bus Rote 2 of 2 - SK C 90 0006 P05
- Vehicle Tracking: Refuse Vehicles Key - C 90 0007 P04
- Vehicle Tracking: Refuse Vehicles 1 of 4 - SK C 90 0008 P04
- Vehicle Tracking: Refuse Vehicles 2 of 4 - SK C 90 0009 P04
- Vehicle Tracking: Refuse Vehicles 3 of 4 - SK C 90 0010 P06
- Vehicle Tracking: Refuse Vehicles 4 of 4 - SK C 90 0011 P04
- Phase 1 Vehicle Tracking: Fire Tender Egress - SK C 90 0018 P01
- Phase 1 Vehicle Tracking: Fire Tender Access - SK C 90 0019 P01
- Phase 1 Vehicle Tracking: Refuse Vehicle Access - SK C 90 0021 P01
- Phase 1 Vehicle Tracking: Refuse Vehicle Egress - SK C 90 0022 P01
- Indicative Adoption Plan – 20004(05) 115
- Indicative Waiting Restrictions (Overall) CC2083 CAM ZZ 00 SK C 90 0027 P01
- South Clive Street Bus Egress - SK C 90 0025 P01
- Phase 1 Proposed Drainage Strategy - DR C 52 0112 P01
- Landscape: Keyplan - A115866-1 200
- Landscape: Masterplan - A115866-1 201
- Landscape: The Marl - A115866-1 202
- Landscape: Living Streets - A115866-1 203
- Landscape: Communal Gardens - A115866-1 204
- Landscape: Phase 1 - A115866-1 300 C

- Landscape: Phase 1 North - A115866-1 301 C
- Landscape: Phase 1 South- A115866-1 302 C
- Landscape: Phase 1 North 5th Floor Gardens - A115866-1 303
- Landscape: Phase 1 South 5th Floor Gardens - A115866-1 304
- Landscape: Phase 1 Tree Pits Details - A115866-1 305
- Landscape: Phase 1 Details - A115866-1 306
- Topographical Survey 1 of 9 - E1024-1-1 D
- Topographical Survey 2 of 9 - E1024-1-2 D
- Topographical Survey 3 of 9 - E1024-1-3.D
- Topographical Survey 4 of 9 - E1024-1-4 D
- Topographical Survey 5 of 9 - E1024-1-5 D
- Topographical Survey 6 of 9 - E1024-1-6 D
- Topographical Survey 7 of 9 - E1024-1-7 D
- Topographical Survey 8 of 9 - E1024-1-8 D
- Topographical Survey 9 of 9 - E1024-1-9 RD
- Archaeological Desk Based Assessment - A115866-1 V2
- Design and Access Statement - 02/07/2021 A
- Transport Assessment (Cambria, CC2093)
- Environmental Statement Volume 1: Non-Technical Summary Amity Planning et al June 2021
- Environmental Statement Volume 2: Written Statement Amity Planning et al June 2021
- Environmental Statement Volume 3: Appendices Amity Planning et al June 2021

Reason: For the avoidance of doubt.

4. *Parameter Plans:* The development hereby permitted shall be carried out in broad accordance with the following 'Parameter Plans' and pursuant to the hybrid application details hereby approved shall be strictly adhered to unless otherwise agreed in writing by the Local Planning Authority;

- Land Use Plan - 20004 (05) 110 B
- Movement Plan - 20004 (05) 111 B
- Green Infrastructure Plan - 20004 (05) 112 B
- Scale and Massing Plan - 20004 (05) 113 B
- Character Areas Plan - 20004 (05) 114 B

Reason: To ensure that the scheme is delivered in accordance with the key development principles.

5. *Design Code:* All reserved matters application(s) submitted for each part and/or phase of development shall ensure that it should be broadly in accordance with the combined written narrative and illustrations of the Design and Access Statement (June 2021) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To retain control of the development and to ensure that the development is carried out in an integrated manner as envisaged by

the outline application.

6. *Material Samples*: Notwithstanding the details shown on the approved and illustrative drawings and prior to the commencement of above ground construction works of each part and/or relevant phase of development hereby permitted, samples of the external finishing materials shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to occupation.  
Reason: To ensure a satisfactory finished appearance to the development, in accordance with Policy KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).
7. *Architectural Detailing*: Notwithstanding the details shown on the approved and illustrative drawings and prior to the commencement of above ground construction works of each part and/or relevant phase of development hereby permitted, architectural detailing of the depths of the reveals, façade richness and green walls shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be brought into beneficial use until the approved drawings are implemented.  
Reason: To ensure a satisfactory finished appearance to the development, in accordance with Policy KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).
8. *Public Art*: No development shall take place until a site wide public art strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of procurement, a timetable for implementation and a maintenance schedule. The approved public art shall be provided prior to the completion of the relevant phase, or part thereof, and maintained in accordance with the approved details.  
Reason: In the interests of visual amenity and the creation of a quality and legible built environment, in accordance with Policy KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).
9. *Landscaping Plan*: Prior to commencement of above ground works of each phase of development, a soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority.

These details shall include:

- A soft landscaping implementation programme.
- A Soil Resource Survey and Plan prepared by a soil scientist, where it is intended to re-use site won soils for soft landscaping.
- Imported topsoil and subsoil specification for all planting types prepared by a soil scientist, including full details of soil protection, soil storage, soil handling, soil amelioration, soil remediation and soil placement to ensure it is fit for purpose. The parameters for all imported planting soils shall be clearly

stated.

- Planting methodology and post-planting aftercare methodology prepared by a qualified landscape architect, including full details of how the landscape architect will oversee landscaping implementation and report to the LPA to confirm compliance with the approved plans and specifications.

The submitted details shall be consistent with other plans submitted in support of the application and the landscaping shall be carried out in accordance with the approved design and implementation programme. Reason: To enable the Local Planning Authority to determine that the proposals will maintain and improve the amenity and environmental value of the area, and to monitor compliance, in accordance with Policies EN8 and KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).

10. *Landscaping Maintenance:* Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced.

Replacement planting shall take place during the first available planting season, to the same specification approved in discharge of condition 9, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the amenity and environmental value of the area, in accordance with Policies EN8 and KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).

11. *Tree Protection:* Prior to commencement of above ground works of each phase of development, the following arboricultural documents shall be submitted to and approved in writing by the Local Planning Authority, in accordance with the current British Standard 5837:

- i. An Arboricultural Impact Assessment (AIA) based on the finalised design.
- ii. An Arboricultural Method Statement (AMS) detailing the methods to be used to prevent loss of or damage to retained trees within and bounding the site, and existing structural planting or areas designated for new structural planting.

The AMS shall include details of site monitoring of tree protection and tree condition by a qualified arboriculturist, undertaken throughout the development and after its completion, to monitor tree condition. This shall include the preparation of a chronological programme for site monitoring and production of site reports, to be sent to the LPA during the different phases of development and demonstrating how the approved tree protection measures have

been complied with.

- iii. A Tree Protection Plan (TPP) in the form of a scale drawing showing the finalised layout and the tree and landscaping protection methods detailed in the AMS that can be shown graphically.

Unless written consent is obtained from the LPA, the development shall be carried out in full conformity with the approved AMS and TPP.

Reason: To enable the Local Planning Authority to assess the effects of the proposals on existing trees and landscape; the measures for their protection; to monitor compliance and to make good losses, in accordance with Policies EN8 and KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).

12. *Construction Environmental Management Plan:* Prior to the commencement of any site clearance, construction works or development on any phase (or part thereof), a Construction Environmental Management Plan (CEMP) for that phase (or part thereof) shall be submitted to and approved in writing by the Local Planning Authority in order to manage the impacts of construction on that phase. The CEMP shall include:

- (i) an implementation programme for the construction of the roads, footpaths and other publicly accessible areas;
- (ii) details of Construction Traffic Management, which shall include: identification of the routes that construction vehicles would take and measures to regulate the routing of construction traffic; times within which traffic can enter and leave the site; times of deliveries, site access, loading and unloading of plant and materials; access within the site including measures to ensure safe and convenient pedestrian, cycle and vehicular access through those areas not under construction or where construction is complete; wheel washing facilities; and details of parking for contractors vehicles, site operatives and visitors;
- (iii) details of the storage of plant and materials, construction compounds, any temporary facilities for construction / sales staff;
- (iv) details of site hoardings (including the erection, maintenance, security and any decorative displays);
- (v) measures to control the emission of dust and dirt during construction;
- (vi) details of site waste management for the recycling and/or disposal of all waste resulting from demolition and construction works;
- (vii) a Construction Drainage Scheme indicating how surface water and land drainage flows will be controlled to prevent contamination, nuisance, subsidence or flooding to land, buildings, watercourses or highways within that phase (or part thereof) or adjacent land, buildings, watercourses and highways during the construction period;

- (ix) list of on-site contacts and their responsibilities;
- (x) temporary highway measures to ensure the bus service keeps operating during the construction phases

The details so approved and any subsequent amendments as shall be agreed in writing by the Local Planning Authority shall be complied with in full throughout the construction period for that phase (or part thereof).

Reason: In the interests of highway safety, and protection of the environment and public amenity, in accordance with Policies KP5, T6, EN6, EN7 and EN13 of the adopted City of Cardiff Local Development Plan (2006-2026).

13. Prior to first occupation of the development phase hereby approved, any dwelling and / or a commercial unit opens for business, whichever happen first, the surface water drainage works, footpaths, footways, cycle paths, cycleways serving them must be laid out, constructed and completed at least binder course level, drained and lit and vehicle turning areas and electric charging points available for use, in accordance with the approved plans.

Reason: In the interest of highway safety and to ensure the encouragement and promotion of more sustainable travel by the provision of complementary infrastructure, in accordance with Policy KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).

14. *Vehicle Tracking:* Prior to commencement of works of each phase of development, details of vehicle tracking within the curtilage of the site (and at access junctions) to enable vehicles to progress through the site/phase, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into beneficial use until the details have been implemented and thereafter the space shall not be used for any purpose other than a thoroughfare for vehicles.

Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway within, through and abutting the site, in accordance with Policies T5 and T6 of the adopted City of Cardiff Local Development Plan (2006-2026).

15. *Turning Space Within Site:* Prior to commencement of works of each phase of development, details of turning space within the curtilage of the site to enable vehicles to enter and leave the site in a forward gear, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into beneficial use until the details have been implemented and thereafter the space shall not be used for any purpose other than the turning of vehicles.

Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway abutting the site, in accordance with Policies T5 and T6 of the



adopted City of Cardiff Local Development Plan (2006-2026).

16. *Details of Access Road Junction:* No development shall take place until details of all junctions between the proposed access roads and the highway have been submitted to and approved in writing by the Local Planning Authority. Those details shall be implemented prior to the development being put into beneficial use.

Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway abutting the site, in accordance with Policies T5 and T6 of the adopted City of Cardiff Local Development Plan (2006-2026).

17. *Cycle Parking:* Prior to commencement of above ground works of each phase of development, details showing the provision of cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development phase being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.

Reason: To ensure that adequate provision is made for the secure parking of cycles, in accordance with Policy T5 of the adopted City of Cardiff Local Development Plan (2006-2026).

18. Prior to commencement of works of each phase of development, details of the following elements shall be submitted to and agreed in writing with the Local Planning Authority:

Cycle and pedestrian footways and carriageway layout including turning heads;

- Bus stop details;
- Loading and unloading facilities

The agreed scheme shall be implemented prior to beneficial occupation of the development and thereafter retained and maintained for use by the public.

Reason: In the interest of highway safety and to ensure the encouragement and promotion of more sustainable travel by the provision of complementary infrastructure, in accordance with Policies T1, T5 and T8 of the adopted City of Cardiff Local Development Plan (2006-2026).

19. *Highway Survey:* No development shall take place until a survey of the condition of the adopted highway (Channel View Road, South Clive Street, Beecher Avenue) on ('the Survey') has been submitted to and approved in writing by the Local Planning Authority. The Survey shall consist of:

- A suitably scaled plan showing the location of all defects identified;
- A written and photographic record of all defects with

corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No part of the site/phase shall be occupied until any damage to the adopted highway caused by construction activities has been made good by reference to the approved Survey.

*Reason:* To ensure that any damage to the adopted highway sustained throughout the construction process can be identified and subsequently remedied at the expense of the developer, in accordance with Policy T6 of the adopted City of Cardiff Local Development Plan (2006-2026).

20. *Car Parking:* Prior to commencement of works of each phase of development, details showing the maximum car parking provision for residents, employees, customers, guardians and children, disabled persons, motor bikes within the development phase hereby permitted shall be submitted to and approved by the Local Planning Authority. The development shall not be brought into use until the car parking spaces are laid out in accordance with the approved details and thereafter the spaces shall not be used for any purpose other than the parking of vehicles.

*Reason:* To make provision for the parking of vehicles off street to enable expeditious movement of traffic especially cycles and buses on the public highway and not to prejudice highway safety, in accordance with Policies T5 and T6 of the adopted City of Cardiff Local Development Plan (2006-2026).

21. *Electric Vehicle Charging Points:* Prior to commencement of works of each phase of development, details of the electric vehicles (EV) charging points shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the number, type, location and means of operation, a programme for the installation and maintenance and points of passive provision for the integration of future charging points. A minimum of 10% of vehicular parking for each phase and for the overall development must include EV charging points for each phase of development. The EV charging points as approved shall be installed prior to phase occupation and retained in that form thereafter for the lifetime of the development.

*Reason:* In the interests of sustainable modes of transport in accordance with Policy T1 of the adopted City of Cardiff Local Development Plan (2006-2026).

22. *Travel Plan:* No part of the development hereby permitted shall be occupied until an appropriate Travel Plan has been submitted to and approved in writing by the Local Planning Authority (LPA). The Travel Plan shall set out proposals and targets together with a timetable to limit or reduce the number of single occupancy car journeys to/from the site, and to promote travel by sustainable modes that are acceptable to the LPA. The Travel Plan shall be implemented in accordance with the timetable set out in the plan unless otherwise agreed in writing by the

LPA. Reports demonstrating progress in promoting sustainable transport measures shall be submitted annually on each anniversary of the date of the planning consent to the Chief Transportation Officer. It is considered that the travel plan should be supported by (not exclusively);

- Bus Usage; To provide one free annual bus pass per household from first occupation.

Note: Conditions relating to the provision of parking and loading (car and service, etc.) are to accord with the adopted Managing Transportation Impacts (inc Parking Standards) SPG.

Reason: To encourage sustainable transport and effect modal shift to non-car modes, in accordance with Policies T1 and T5 of the adopted City of Cardiff Local Development Plan (2006-2026).

23. *Block Paving*: Prior to commencement of works of each phase of development, the design and layout of the block paving shall be submitted to and approved in writing by the Local Planning Authority. The block paving shall be constructed prior to occupation and retained in that form thereafter for the lifetime of the development.

Reason: In the interests of highway maintenance works, in accordance with Policies T5 and T6 of the adopted City of Cardiff Local Development Plan (2006-2026).

24. *Noise Survey*: Prior to the occupation of the residential units of each phase of development, a pre-occupation noise validation survey shall be conducted in order to demonstrate that the noise mitigation measures are effectual in reducing external noise to acceptable levels. The Survey, with a validated certificate of compliance by an approved acoustic assessor shall be submitted to and approved in writing by the Local Planning Authority to demonstrate this has been achieved. Specifically: BS8233:2014:

- 35dB LAeq, 16hour;
- 30dB LAeq, 8hour;
- 45dB LAFmax
- 55dB LAeq, 16hour in external amenity space

Details of any Ventilation Scheme shall also be submitted. The development shall not be beneficially occupied until such time as the formal written approval of the validation has been issued by the Local Planning Authority.

Reason: To ensure that the amenities of future occupants of the development are protected from environmental noise, in accordance with Policies KP5 and EN13 of the adopted City of Cardiff Local Development Plan (2006-2026).

25. *Noise (Sports Pitches)*: Prior to beneficial use of the sports pitch, a Noise Impact Assessment with a validated certificate of compliance by

an approved acoustic assessor shall be submitted to and approved in writing by the Local Planning Authority, to demonstrate that noise will be managed as to not cause unreasonable impact residential amenity.  
Reason: To ensure that the amenities of future occupants of the development are protected from environmental noise, in accordance with Policies KP5 and EN13 of the adopted City of Cardiff Local Development Plan (2006-2026).

26. *Operation Hours:* No member of the public shall be admitted to or allowed to remain on the community hub/café premises as shown on approved plan drawing number 20004(05)1100 G, outside the hours of 08:00 - 20:00 on Mondays to Saturdays and 08:00 – 18:00 on Sundays and/or Bank Holiday Mondays.  
Reason: To ensure that the amenities of existing and future occupiers are protected, in accordance with Policies EN13 and KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).
27. *Delivery Hours:* There shall be no arrival, departure, loading or unloading of delivery vehicles outside the hours of 07:00 – 20:00.  
Reason: To ensure that the amenities of existing and future occupiers are protected, in accordance with Policies EN13 and KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).
28. *A1 Use:* The Class A1 (Shop) floorspace proposed in the ground floor commercial unit shall not be used for purposes other than the sale of convenience goods, including those set out in Class A1 of the Schedule for the Town and Country Planning (Use Classes) Order 1987 (or any Order amending, revoking or re-enacting that Order with or without modification). For the avoidance of doubt "convenience goods" shall be taken to mean: food, drink, tobacco, non-durable household goods, newspapers and magazines.  
Reason: To prevent changes to the type and scale of retail floorspace which may prejudice the retail strategy of the development plan and/or government planning guidance, in accordance with Policy R6 of the Cardiff Local Development Plan (2006-2026).
29. *Foul Water Drainage:* No development shall commence until a foul water drainage scheme for the entire site (outline and full planning permission) has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul water flows and thereafter implemented in accordance with the approved details prior to the occupation of the development.  
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, in accordance with Policies EN10 and EN11 of the adopted City of Cardiff Local Development Plan (2006-2026).
30. *Bat Surveys:* Prior to commencement of above ground works of each phase of development, updated bat surveys for buildings and trees (as

appropriate) at a suitable time of year, in accordance with published guidelines, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To promote biodiversity, in accordance with Policy EN7 of the adopted City of Cardiff Local Development Plan (2006-2026).

31. *Bat Conservation Plan*: Prior to commencement of above ground works of each phase of development, a Bat Conservation Plan, which is based on the results of the additional surveys referred to in Condition 30, shall be submitted to and approved by the Local Planning Authority and shall include:
- Details of impacts (direct and indirect) upon any bat roosts identified.
  - Details of measures to mitigate the impacts upon bats, including details of the design and location of compensatory roosts appropriate to the species and nature of the roosts identified.
  - Details of timing, phasing and duration of construction activities and conservation measures.
  - Properties and/or land where compensatory bat roosts and other mitigation for bats are proposed must be under the control of the applicant

The Bat Conservation Plan shall be carried out in accordance with the approved details.

Reason: To ensure that an approved Bat Conservation Plan is implemented, which protects bats affected by the development, in accordance with Policy EN7 of the adopted City of Cardiff Local Development Plan (2006-2026).

32. *Lighting*: Prior to commencement of above ground works of each phase of development, a Lighting Plan shall be submitted and approved in writing by the Local Planning Authority. The Lighting Plan should include the following:
- Details of the siting and type of external lighting to be used.
  - Drawings setting out light spillage in key sensitive areas that demonstrate that the River Taff and the bankside vegetation, shall be unlit by external lighting and maintained as dark corridors.
  - Details of lighting to be used both during construction and operation.

The lighting shall be installed and retained as approved during construction and operation

Reason: To reduce the impacts of lighting in the interest of protected species, in accordance with Policy EN7 of the adopted City of Cardiff Local Development Plan (2006-2026).

33. *Bat and Bird Boxes*: Prior to beneficial use of the development, a site wide strategy for bat and bird boxes shall be submitted to and approved in writing by the Local Planning Authority. This should include

details of the position of 20x bat boxes for crevice-dwelling bats, and/or other features allowing bat access to roosting opportunities such as bat tiles and 20x Swift nest boxes to be installed and a programme for their installation, and then be installed as agreed.

Reason: To enhance the green infrastructure on site and ensure the protection of bats and birds, in accordance with Policy KP16 of the adopted City of Cardiff Local Development Plan (2006-2026).

34. *Historic Environmental Mitigation*: No development shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works of the archaeological resource, in accordance with Policy EN9 of the adopted City of Cardiff Local Development Plan (2006-2026).

35. *Heritage Interpretation Scheme*: Prior to the first beneficial use of the development a Heritage Interpretation Scheme, to include details of the design, location and details to be displayed on heritage interpretation boards, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented on site in accordance with the agreed details prior to the first beneficial use of the development and retained as such thereafter.

Reason: To ensure the Historic mitigation measures are implemented which will ensure the impact upon the setting of the scheduled monument GM553 Wreck of the Louisa will be reduced, in accordance with Policy EN9 of the adopted City of Cardiff Local Development Plan (2006-2026).

36. *Energy Strategy*: Prior to commencement of above ground works of each phase of development, an Energy Strategy shall be submitted to and approved by the Local Planning Authority. The strategy shall include an assessment of the financial viability and technical feasibility of incorporating renewable and low carbon technologies, including energy supply systems. The development shall be implemented in accordance with the approved details.

Reason: To promote sustainable development, in accordance with Policy EN12 of the adopted City of Cardiff Local Development Plan (2006-2026).

37. *Waste Management Strategy*: Prior to commencement of above ground works of each phase of development, a Waste Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include:

- Litter bins;

- The size and location of waste and recycling stores, and how the waste will be delivered to these facilities
- Details demonstrating how the site will be kept clear from litter and waste during the construction phases; cleansing is to be completed by the developer until site adoption

The facilities shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

Reason: To secure an orderly form of development and protect the amenities of the area, in accordance with Policy W2 of the adopted City of Cardiff Local Development Plan (2006-2026).

38. *Public Open Space*: Before the beneficial occupation of 100 units details including, but not limited to, proposed equipment, area, location, finish, litter bins, proposed finished level and maintenance of the future public open space have been submitted to and approved in writing with the LPA. The approved details shall be finished before the occupation of the 300th unit on the development.

Reason: To ensure an acceptable level of open space provision is provided within the area, in accordance with Policies KP5 and C5 of the adopted Cardiff Local Development Plan (2006-2026).

#### **ADVISORY NOTES:**

**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](mailto: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.

**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.

**RECOMMENDATION 5:** The applicant is advised to liaise with South Wales Police and contact Jon Brown; 01656 655555 ext: 29238, [Jon.Brown@south-wales.pnn.police.uk](mailto:Jon.Brown@south-wales.pnn.police.uk)).

**RECOMMENDATION 6:** 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](http://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.

**RECOMMENDATION 7:** Any planning permission does not provide consent to undertake works that require an EPS licence. It is an offence to deliberately capture, kill or disturb EPS or to damage or destroy their breeding sites or resting places. If found guilty of any offences, you could be sent to prison for up to 6 months and/or receive an unlimited fine.

Development should not be commenced until the Applicant has been granted a licence by Natural Resources Wales pursuant to Regulation 55 of the Conservation of Habitats and Species Regulations (2017) authorising the specified activity/development to go ahead. To undertake the works within the law, you can obtain further information on the need for a licence from Natural Resources Wales on 0300 065 3000, or at <https://naturalresources.wales/conservation-biodiversity-and-wildlife/european-protected-species/?lang=en>.

We may wish to discuss aspects of the proposed bat mitigation with the you in more detail at the EPS licence application stage. Please note that any changes to plans between planning consent and the EPS licence application may affect the outcome of the licence application.

**RECOMMENDATION 8:** Please note the movement, treatment and reuse of material or waste at the site may require an Environmental Permit and we advise contacting NRW Permitting Teams for more details on permit requirements.

**RECOMMENDATION 9:** The highway works and any other works to existing or proposed adopted public highway are to be subject to agreements under Section 278 and/or Section 38 of the Highways Act 1980 between the developer and Local Highway Authority.

Impact on the highway network during construction. The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team before undertaking any work, to discuss any

temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

**Stopping Up/Diversion of Adopted Highway** You are advised that to facilitate the development an order must be obtained to stop up or divert the adopted highway under sections 247 and 248 of the Town and Country Planning Act 1990

**Stopping or Diverting a Public Right Of Way** You are advised that to facilitate the development an order must be obtained to stop up or divert the Public Right of Way, as shown on the definitive map and statement, under Section 257 of the Town and Country Planning Act 1990. To discuss and/or apply for an order contact the Local Planning Authority

## **1. DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application seeks full planning permission and outline permission to redevelop the existing Channel View Estate. The planning application is a 'hybrid application' in which both full and outline detailed elements are to be considered. This approach has been proposed by the applicant in order to support a phased redevelopment of the site, which will comprise seven phases in total.
- 1.2 Phase 1 will provide 81 units for elderly persons (+55 age) and will be considered as full planning permission proposing full design details. The remaining six phases will be considered as outline permission, providing up to 319 residential units with the potential to support a wide mix of unit types and tenures. Given that it is outline permission, all detailed matters such as access, layout, scale, appearance and landscaping are reserved for future consideration and approval by the Council. The submission has included indicative parameter plans.
- 1.3 A total of 214 dwellings will be demolished, comprising 56 houses and 158 flats. It is intended that all existing residents in properties proposed for demolition will be offered the opportunity to stay on the estate. Affordable housing units within the existing estate will be replaced on a like-for-like basis, and owner-occupiers within the estate will also be offered the opportunity to purchase an equivalent-sized property on the new estate. A minimum of 20% of any net gain in overall housing units will be provided as affordable housing.

### **Full Planning Permission – Phase 1**

- 1.4 Phase 1 will be situated in the south-eastern corner of the site along the river frontage and the southern Marl boundary and will replace a number of two-storey terraced houses. This phase will provide 81 units of specialist accommodation for persons over the age of 55 years old (Use Class C3). The phase will be split into two residential blocks (A and B) with a 115sqm

community hub / café (A3) facing the river and The Marl.

- 1.5 This site has been chosen as the first phase, as it is considered the most suitable location for phasing and for the demolition of the existing estate, to allow existing residents to move into the new development.
- 1.6 **Block A** which lies to the north of phase is the larger block and comprises an 8 storey (26.5m high) tower to the north and a 13 storey (42m) tower to the south, connected by a central 5 storey (17.5m) block in the middle. The five storey element then protrudes outwards towards the river in the shape of an anchor. The block will have a central private communal garden adjacent to the river frontage and three further communal spaces in the form of roof terraces at fifth floor level. These will all feature substantial landscaping in the form of soft landscaping and hard landscaped features such as benches. Block A will contain the majority of the shared community facilities of this phase, comprising the lower and upper floor community lounges, a health suite, laundrette, guest suite, managers office and a staff room. A community hub and café is proposed at ground floor level on the north-eastern corner of the block.
- 1.7 In total Block A will provide 57 units (47x 1-bedroom units and 10x 2-bedroom units). It will have a total of 141sqm of internal communal spaces and 1,142sqm of external communal spaces.
- 1.8 **Block B** lies to the south and is separated by a landscaped area of tree planting, which will link the Taff Trail to the development and will also be used as a shared meeting point for residents of both blocks. This comprises an 8 storey (26.5m high) and a 5 storey block (17.5m) and will be used for more independent living. This will provide 24 units (21x 1-bedroom units and 3x 2-bedroom units) and will have access its own private landscaped communal amenity spaces at ground floor level and a landscaped roof terrace at fifth floor level (579sqm).
- 1.9 In total phase 1 will provide 68x 1-bedroom units and 13x 2-bedroom units. The 1-bedroom units sizes will vary from 55sqm to 59sqm and the 2-bedroom units will vary from 66sqm – 70sqm.
- 1.10 Brick has been used as the primary building material, with contrasting brick tones used to differentiate the tower elements. The towers have a lighter brick, while the lower elements and plinth employ a brick. Green living walls have also been proposed. Finally, cladding panels are proposed adjacent to the windows and the balconies will have aluminium railings. Within the communal gardens and the wider phase 1 site there will be 18 new trees planted, along with hedges, specimen planting and rain gardens
- 1.11 The main access from the two both blocks will be from The Marl frontage, adjacent to Block A. This will also link with the Taff Trail and the future main square and so will be accessed by residents, staff and for servicing. A temporary access will be provided adjacent to Block B to the south from the existing Channel View Road. It is the intention that this is temporary, and that

access will be accommodated from the north, once the future phases have been developed. A temporary service vehicle turning arrangement will also be proposed at the location of the future main access.

- 1.12 20 car parking spaces are along the street to the west. 10 secure and sheltered Sheffield stands (ground based) for residents and 4 Sheffield stands spaces for visitor and staff for the A3 unit are proposed. Refuse and buggy storage are located at ground floor on both blocks.

#### Outline Permission – Phases 2 to 7

- 1.13 The outline elements of the hybrid planning application submission propose up to 319 residential apartments and houses (Use Class C3), up to 285sqm of retail floorspace (A1), communal gardens incorporating allotments and picnic areas, formal and informal children's play space and the regeneration of The Marl public open space with new and improved sports pitches and further improvements.
- 1.14 The outline application elements are the subject of parameter plans which provide information relating to land uses, movement, green infrastructure, scale and massing and character areas. In addition to the parameter plans, a Design Code (from the Design and Access Statement) has been prepared and will guide the key design requirements for the future elements of the scheme. The indicative parameter plans have shown broad design principles, which will require further review at reserved matters stage.

#### *Scale:*

- 1.15 The scale and massing parameter plan illustrates that the majority of dwellings will be 2 and 2.5 storeys high, with 3 and 4 storey apartments being located on exposed corner sites. The main square to the south will have added height at 4-6 storeys.

#### *Movement / Access:*

- 1.16 The indicative parameter plans have been designed around a number of key accessibility routes. This includes the main spine road which provides the continuation and widening of Channel View Road as a tree-lined 'avenue'. To the south, where the existing Channel View Road meets the existing tower block and forms a bus route U-Turn, the spine road will then head westwards, forming a new connection to South Clive Street. This will involve the demolition of three existing houses (No's 119-123 South Clive Street) and will provide a new vehicular, cycle and pedestrian connection to South Clive Street to the south-west. The new pedestrian and cycle route will continue east to west through the site, running past a new main square and connecting to the lower Marl, the community hub / café and the Taff Trail.
- 1.17 The new connection to the south-west of the site will also include a new access for the bus route, to ensure that it can avoid its existing U-turn and propose a more efficient circulation of the buses. The phasing plan identifies

that the new bus link will be delivered early on in the development. However given the construction works, temporary re-orientation of the existing route may be required.

- 1.18 Another new connection to the wider area is proposed to the north-west of the site. This will also involve the demolition of three existing houses (No's 56-60 South Clive Street) to provide a new east to west pedestrian/cycle link, connecting the Ely Trail through Grangemoor Park and the retail park through the site running horizontally east to west through The Marl and then connecting to the Taff Trail. The indicative drawings also show a number of internal pedestrian routes including shared living streets to enhance green infrastructure.

*Design and Landscaping:*

- 1.19 Broad design principles are shown on the parameter plans. This includes areas of character, such as the spine road, the park edge, the main square and the river frontage. Images are shown that illustrate that there will be a variety in architectural styles, with contrasting materials and detailing. Further, the majority roads indicate that they will be shared surface spaces with block paving and opportunities for informal play areas.
- 1.20 The application includes an indicative site wide landscape strategy which identifies a number of landscape typologies for living streets, green streets, with associated tree planting, planters and rain gardens and landscaped public spaces and communal private gardens. This includes landscaping works to The Marl as the last phase of development. The illustrative plans show how trees would be positioned in avenues; with further planting of specimen shrubs for amenity and biodiversity value. The rugby pitch on the lower part of the Marl will be re-orientated and upgraded to allow sufficient offsets for the development. Finally an illustrative 'urban beach' is located adjacent to the café/community hub in Phase 1 with informal seating and a play area.
- 1.21 The landscape parameter plan identifies mitigation in the form of 112 replacement trees, compared to 23 being lost.
- 1.22 The application is accompanied by an Environmental Statement. The following topics have been subject to Environmental Impact Assessment:
- Townscape and visual impact
  - Traffic and transportation
  - Air quality
  - Ecology
  - Landscape and arboriculture
  - Contamination
  - Flooding and drainage
  - Utilities and energy
  - Socio-economic considerations

## **2. DESCRIPTION OF THE SITE**

- 2.1 The application site comprises part of the Channel View Estate and the southern part of The Marl Park which lies to the south-west of the city centre of Cardiff, in the suburb of Grangetown. The site is approximately 5ha in size and has a generally flat topography, with a fall of approximately 2 metres across the site from west to east towards the river.
- 2.2 Channel View Road forms the main spinal route through the site. Running parallel to the west lies South Clive Street. The Channel View Estate was developed in the 1970's and is occupied by two storey red-brick terraced houses to the south and east of Channel View Road. They are surrounded by the The Marl public open space which lies to the east. Larger two storey, semi-detached and terraced dwellings lie to the west across the road and along South Clive Street. To the south-west of the site is a 14 storey block of flats occupied by elderly persons, which is in a poor state of repair.
- 2.3 The access to the site is currently at the intersection between Channel View Road and Beecher Avenue. The main vehicular access is taken from Channel View Road, which is served by a local bus service. Access can also be taken via Beecher Avenue onto South Clive Street, providing an alternative route to Ferry Road. There are no other vehicular connections into or out of the site, resulting in a large cul-de-sac arrangement serving Channel View Estate itself.
- 2.4 The southern part of The Marl features a rugby pitch. The northern part of The Marl contains four more sports pitches, including a 3G artificial pitch directly to the north of the site, abutting Channel View Road. The rugby pitches are used by Cardiff Internationals Athletic Club RFC. Further north is Ferry Road, one of the main highway arteries in Grangetown, connecting the city centre to the east. To the north-east, bordering the site boundary are 5 to 7 storey apartment buildings fronting the river. Channel View Leisure Centre with the associated pontoon lies further to the north.
- 2.5 To the east lies The Marl and banks of the River Taff, and 'Penarth Flats' which is a shingle beach. The Taff Trail path also runs between the river and the site edge. On the opposite bank of the river is Hamadryad Park, which is another large open recreational green space and includes Local Nature Reserves. To the south are the relatively new developments of Windsor Quay, and Prospect Place. Further to the south-east is the Cardiff Bay Link Road, linking the Bay to Penarth. Finally, to the west are more recent housing developments, a retail park and then Grangemoor Park.
- 2.6 The site is not located within a Conservation Area, nor are there any listed buildings in close proximity. On the banks of the river, to the south-east of the site (phase 1) lies the shipwreck of the Louisa, a timber and iron ship which operated during the latter half of the 19th century transporting Canadian timber to Britain until she sank in the early 1900s at the mouth of the Taff where it runs into the bay. It was permanently submerged by the impoundment of the Cardiff Bay Barrage in 2001 and was declared a

Scheduled Ancient Monument (Cadw reference GM553).

- 2.7 The site is located within Flood Zone C1 of the Development Advice Map (DAM) as contained in TAN15. This means that the area is served by significant infrastructure, including flood defences. Further, part of the site is as a River Corridor identified on the Cardiff Local Development Plan (LDP) Proposals Map.

### **3. RELEVANT SITE HISTORY**

- 16/01594/MNR – Elevational refurbished for 116-120 of the Channel View flats and other associated works. Permitted 30/08/2020.
- SC/19/00015/MJR – Screening/scoping request. Response sent: 06/01/2020. Outcome: Confirmation that the proposal constituted EIA Development.
- SC/20/00001/MJR - Screening request for a bridge over the River Taff linking Butetown and Grangetown. Response sent: 28/02/2020. Outcome: The proposals are unclear, however until such time a detailed design is available, it concluded that the development of the bridge should be considered EIA Development and that an Environmental Statement would be required to allow the determination of any planning application submitted.

### **4. POLICY FRAMEWORK**

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

4.2 National Development Framework: Future Wales 2040 (February 2021)

4.3 Planning Policy Wales (PPW) (Edition 11, February 2021)

4.4 Building Better Places (July 2020)

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

- TAN 11: Noise (October 1997)
- TAN 12: Design (March 2016)
- TAN 15: Development and Flood Risk (July 2004)
- TAN 18: Transport (March 2007)
- TAN 21: Waste (February 2017)

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

4.5 Cardiff Local Development Plan 2006-2026:

- KP1 Level of Growth
- KP3 (B) Settlement Boundaries
- KP4 Masterplanning Approach

- 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
- EN3 Landscape Protection
- EN4 River Corridors
- EN6 Ecological Networks and Features of Importance for Biodiversity
- EN7 Priority Habitats and Species
- EN8 Trees, Woodlands and Hedgerows
- EN10 Water Sensitive Design
- EN11 Protection of Water Resources
- EN12 Renewable Energy and Low Carbon Technologies
- EN13 Air, Noise, Light Pollution & Land Contamination
- EN14 Flood Risk
- T1 Walking & Cycling
- T5 Managing Transport Impacts
- T6 Impact on Transport Networks and Services
- R6 Retail Development (Out of Centre)
- R8 Food and Drink Uses
- C1 Community Facilities
- C3 Community Safety/Creating Safe Environments
- C4 Protection of Open Space
- C5 Provision for open space, outdoor recreation, children's play and sport
- C6 Health
- C7 Planning for Schools
- W2 Provision for Waste Management Facilities in Development

#### 4.6 Supplementary Planning Guidance:

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

- Access, Circulation and Parking Requirements (2010)
- Residential Design Guide (January 2017)
- Managing Transportation Impacts (Incorporating Parking Standards) (July 2018)
- Food, Drink and Leisure Uses (November 2017)
- Waste Collection and Storage Facilities (2016)
- Green Infrastructure SPG;
  - Ecology & Biodiversity Technical Guidance Note
  - Trees and Development Technical Guidance Note
  - Public Rights of Way and Development Technical Guidance Note
  - River Corridors Technical Guidance Note
  - Protection and Provision of Open Space in New Developments Technical Guidance Note
  - Soils and Development Technical Guidance Note



- Archaeology and Archaeological Sensitive Areas (July 2018)
- Safeguarding Business and Industrial Land and Premises (November 2017)
- Tall Buildings Design Guide (January 2017)
- Public Art (June 2006)
- Planning Obligations (January 2017)

## **5. INTERNAL CONSULTEE RESPONSES**

- 5.1 **Transportation:** Phase 1 proposes 20 dedicated car parking, 10 secure and sheltered Sheffield cycle spaces (ground based) for residents and 4 spaces for visitors and staff for the A3 unit. The car and cycle parking provision for Phase 1 therefore complies with the Managing Transportation Impacts SPG.
- 5.2 The wider site demonstrates an indicative movement and accessibility plan, which Transportation Officers have supported, subject to further consideration at reserved matters stage. Transportation Officers raise no objection to the wider proposals, subject to the following conditions; Construction Management Plan, further vehicle tracking, details of access road junctions and turning heads, cycle parking, car parking and a Travel Plan to promote active travel. A condition has also been imposed ensuring that footpath, footways, cycle paths, cycleways and EV charging points must be laid out, constructed and completed prior to occupation of each phase. Finally, a condition has been recommended to ensure that a minimum of 10% of vehicular parking for each phase and for the overall development must include EV charging points.
- 5.3 **Waste:** No objection has been raised regarding the residential and commercial waste arrangements for phase 1. Amended plans have been received ensuring that there is a direct route to the refuse store from the refuse collection vehicles. The landscaping has also been altered so that there is not a problem for the collection of bins in the autumn at the time of leaf fall. Finally, the amended tracking diagrams for the refuse vehicles have been accepted.
- 5.4 A Waste Management Strategy (WMS) has been recommended for all the phases, which will include details of refuse stores and the litter bins, including how the site will be maintained during construction. As such, no objection has been raised, subject to more vehicle tracking diagrams for the later phases and the WMS.
- 5.5 **Parks:** The proposal involves a loss of open space and new housing generating an additional population, so these comments relate to the LDP Policy C4 (Protection of Open Space) and Policy C5 (Provision of Open Space, Outdoor Recreation, Children's Play and Sport). This is supported by the Green Infrastructure SPG (2017) and accompanying Open Space Technical Guidance Note and the Planning Obligations Supplementary Planning Guidance (SPG) (2017).

- 5.6 The proposed development encroaches onto the southern part of The Marl, which results in a loss of 0.89 hectares which amounts to approximately 9% of total park area. There is a deficiency of recreational open space in the ward against the adopted standard (14.6ha against a recommended 53.22ha). However the only part of the area being lost is mainly the runoff area surrounding the western end of the rugby pitch, which does not counts towards the standard. As such, the development would only result in a small decrease in the ward's scoring (approximately 0.3 hectares).
- 5.7 Despite the loss, the pitch on the Lower Marl can be retained and re-orientated to a more desirable north-south direction meaning there will be no loss of facility. The remaining area being lost at the southern end of the park are mainly grass with some trees and shrubs with poor sightlines and not considered to have significant value. The proposal will provide considerable improvements to the park in terms of new equipment, accessibility and landscaping.
- 5.8 In line with LDP Policy C5 (Provision for Open Space, Outdoor Recreation, Children's Play and Sport), with the site lying immediately adjacent to The Marl, it is not considered necessary for the development to include public open space. However in line with Chapter 5 of Planning Obligations SPG (Provision of Functional Open Space), an in-kind contribution delivered as a condition towards the improvement of existing open space to support the additional demand generated by the development is sought instead of on-site provision. Using the formula in the Planning Obligations SPG, this has been calculated to be in the value of 918,776. Consultation will take place with Ward Members when deciding how this in-kind contribution shall be delivered. This is discussed further in para's 8.44 to 8.56.
- 5.9 **Trees:** Following comprehensive discussions with the applicant and after reviewing amended landscape plans, the Tree Officer is satisfied with the proposed landscaping for Phase 1, in terms of the scale and specification of the planting.
- 5.10 The Tree Officer notes that whilst it is unfortunate that there are a number of category 'B' trees to be removed as part of the wider outline permission, a successfully implemented and maintained scheme should be able to mitigate the loss. The landscape parameter plan identifies mitigation in the form of 112 replacement trees, more than three times the number being lost. Although this can only be in the medium to long-term given the scale of 'B' category tree loss, the Tree Officer appreciates that the intention is to mitigate this loss and enhance the tree population generally. They are satisfied that if each phase is progressed as per the proposed phase 1 in terms of the scale and specification of planting and this is implemented promptly and in full accordance with approved plans and specifications (including post planting maintenance), then in the medium to long-term the tree population should be enhanced.
- 5.11 To ensure that the amenity and environmental value of the area is enhanced and maintained, each phase of development will require a landscaping plan

and landscaping maintenance conditions, as well as an Arboricultural Impact Assessment (AIA), Arboricultural Method Statement (AMS) and a Tree Protection Plan (TPA). These have been chosen, not only on the basis of visual amenity and biodiversity considerations, but also with reference to their likely tolerance to the predicted impacts of climate change. The Tree Officer raises no objection to phase 1 and the wider outline permission, subject to the aforementioned conditions.

5.12 **Regeneration:** Officers note that the Cardiff Planning Obligations SPG (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.

5.13 In this instance, the proposed development will increase the number of dwellings in the area. However, Regeneration Officers are satisfied that the proposed onsite community hub and café will meet the needs of additional residents. They are therefore supportive of this proposed on site community facility and will not require a financial contribution for offsite community facility provision in this instance.’

5.14 **Affordable Housing:** This is a Cardiff Council scheme and has been submitted as a hybrid application. The application includes full details of the first phase of development (which includes affordable homes in the form of 81 x older-persons apartments, at council rents).

5.15 The application states that at this stage the tenure and accommodation splits are not yet determined. This is to ensure that there is sufficient flexibility within the scheme to respond to the desire for existing residents to be rehomed within the scheme and respond to future changes in demand. A minimum level of affordable housing delivery will be imposed upon the scheme through the Unilateral Undertaking, with controls in place to ensure that any affordable housing is retained as such in perpetuity. In line with the Local Development Plan (LDP) Policy H3, a minimum affordable housing contribution of 20% would need to be secured on this brown-field site.

5.16 **Ecology:** The Ecology Officer has requested that amended Bat Surveys are undertaken to conform to normal bat survey standards. They also note that a European Protected Species (EPS) licence is required. The applicant has since provided amended Bat Surveys, but these have not been consulted on. As such, the amended Bat Surveys will be assessed as part of a condition.

5.17 On balance, the Ecology Officer states that the risk of harm to bat/roosts due to the Phase 1 demolition is low and can be counteracted by the proposed mitigation and compensation measures, together with the enhancement measures referred to below.

### Enhancements:

- 5.18 Conditions have also been applied to ensure that nesting or roosting opportunities for birds and bats should be incorporated into the development. This will require 20 x bat boxes for crevice-dwelling bats, or other features allowing bat access to roosting opportunities such as bat tiles. Then a further 20 x Swift nest boxes will be required due to the prevalence of this species in this area and the ongoing decline in this species in the UK. These will be in addition to, not instead of, any mitigation or compensation measures provided in relation to the loss bat roosts which were detected during the bat surveys, or which may become known as a result of future surveys.

### Other Habitats and Species

- 5.19 Further, the Environmental Statement Volume 3 Appendix 7.1, sets out an assessment of the impact of the proposed scheme upon the ecology of the existing site, and puts forward measures to mitigate this impact. An assessment of the impact upon ecosystem resilience is also made, which officers welcome. In general, the Ecology Officer supports the methodology and conclusions of this section, and supports the recommendations which are made, as summarised in the 'Recommendations' section of the Executive Summary. Notwithstanding the comments as above on bats, the implementation of these recommendations will be applied conditions, with the reasons being to secure the protection of wildlife in accordance with LDP Policy EN7.

### Green Infrastructure:

- 5.20 The efforts that have been made to incorporate formal green infrastructure provision into the built development have been welcomed. Whilst concerns were raised regarding the loss of the semi/mature trees on The Marl, in this respect, the Ecology Officer will be informed by the Tree Officers advice in relation to the tree loss and planting.
- 5.21 **Pollution Control (Noise):** The Noise Officer has recommended that a Noise Report is provided for each phase to ensure that there are noise mitigation measures to reduce external noise to acceptable levels. They also note that the use of The Marl will be intensified and so an addition condition has been recommended demonstrating that noise from the sports pitches is managed as to ensure there is no unreasonable impact on residential amenity. Operation and servicing hours have also been applied to the café/community hub. As such, subject to conditions, no objection is raised.
- 5.22 **Pollution Control (Air Quality):** The Air Quality Officer has reviewed the Air Quality Assessment included in appendix 6 of the supporting Environmental Statement. They are satisfied with the mitigation measures in place to reduce or eliminate dust emissions during the construction phase.
- 5.23 For the operational phase of the assessment, detailed modelling has been carried out to assess the impact of air quality on existing and proposed human

and ecological receptors within the area of the development. The Officer agrees with the conclusion that in terms of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> exposure, the effects of changes in traffic flow as a result of the proposed development is determined to be negligible at all existing receptors, and no mitigation measures are required. The Environment Statement has been included in the approved drawings condition and a CEMP has also been applied. As such, no objection has been raised.

5.24 **Pollution Control (Contaminated Land):** Contamination Officers have assessed the supporting Environmental Statements;

- Environmental Statement Chapter 9: Cambria Consulting Limited
- Environmental Statement Appendix 9.1, Terra Firma (Wales) Limited, July 2020;
- Geotechnical and Geo-environmental Report: Proposed Residential development at Channel View, Cardiff. Final Ref 16017

5.25 The above report by Terra Firma includes a preliminary contamination assessment based on a site walkover, a review of existing data, and environmental testing from a limited number of sample locations as the development site is currently partly occupied by housing and infrastructure. These limitations have resulted in little or no data for some phases of the development (including the proposed first phase).

5.26 The investigations to date have indicated contaminants of concern requiring remediation works however further assessment post demolition is required to robustly assess each phase of the works. The consultant advises that ground gas risk assessment and proposals for gas protection measures are to be completed. Conditions are therefore recommended in relation to these.

5.27 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.

5.28 Notwithstanding the above, conditions and advisory notes in accordance with CIEH best practice, conditions have been recommended to ensure that the safety of future users is not prejudiced in accordance with Policy EN13 of the LDP. The following amended standard conditions have been applied; ground gas protection, contamination land measures (assessment, remediation and verification plan, remediation and verification, unforeseen contamination), imported soil, imported aggregates and use of site won materials. A contamination and unstable land advisory note has also been included.

5.29 **Education:** A financial contribution has been requested to ensure there are available school places for future occupiers. The outline permission proposes up to 319 residential units, however the final figure is unknown. The

contribution will therefore be calculation in accordance with the Planning Obligation SPG formula. The final details of the financial contribution will be sought and will be agreed as the phases progress and will be based upon the maximum number of units and the maximum density. It is estimated that this will calculate to a figure of up to £260,000.

## **6. EXTERNAL CONSULTEE RESPONSES**

- 6.1 **Police Architectural Liaison:** The Police have raised no objection but have provided a number of security-related recommendations. An advisory note has been included.
- 6.2 **Cadw** note the designated historic assets located within 3km of the proposed development and confirm that they will not be affected by the development. The scheduled monument GM553 The Wreck of the Louisa is an exception. The planning application is accompanied by an Archaeological and Heritage Desk-Based Assessment prepared by Tetra Tech. This assessment has considered the impact of the proposed development on the setting of scheduled monument GM553 and concluded that it will have a moderate adverse effect. Cadw recommend that this adverse effect could be offset through effective heritage interpretation, such as an information board facing towards the Wreck of Louisa, which provide further public benefit from the development by enhancing understanding of the Wreck and, as a result, its significance.
- 6.3 Cadw agree with the conclusions of the report and subject to the aforementioned condition being recommended above, no objection has been raised.
- 6.4 **Glamorgan-Gwent Archaeological Trust (GGAT):** Likewise with Cadw above (para. 6.2-6.3), GGAT notes that there is the potential for encountering remains dating to the 'medieval, post-medieval and Industrial periods'. In particular the wreck of the 'Louisa', a Scheduled Monument. Having reviewed the supporting Archaeological and Heritage Desk-based Assessment by Tetra Tech (Report no. A115866-1, dated March 2021), GGAT recommended two pre-commencement conditions. The first requires a written Scheme of Investigation which will detail an archaeological watching brief on all groundworks, effectively extending the proposed watching brief on the hardstanding to the parkland areas of the site. The second condition is a Heritage Interpretation Scheme for the wreck of 'Louisa', which was also requested by Cadw. Given that the two conditions have been applied, GGAT raise no objection.
- 6.5 **Natural Resources Wales (NRW):** No objection has been raised, subject to the implementation of a number of conditions. This comprises additional information on the impacts upon bat roosts within trees on site and additional surveys of buildings. This will seek to demonstrate that the proposal will not be detrimental to the maintenance of the favourable conservation status of bats (European Protected Species).
- 6.6 NRW have reviewed Chapter 7 of the supporting Environmental Statement which identifies that impacts from lighting could affect bats and otters. It is

noted that there is a corridor of scrub and trees along the bank of the river and that this is outside the development boundary of the site. The report states that a lighting scheme will be designed in consultation with an ecologist, and that dark corridors shall be retained for bats within the site. It also states that light spill on The Marl and the River Taff should be limited to a maximum of 1 lux. These outline proposals are welcomed. A lighting scheme condition has therefore been recommended for the phases of development adjacent to the River Taff or The Marl, to demonstrate how lighting during construction and operation of the development will be managed. This will ensure that lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of protected species, including bats and otters, and on the River Taff.

- 6.7 NRW have confirmed that a European Protected Species (EPS) licence is required for this development. This has been included as an advisory note.

Contamination:

- 6.8 Having reviewed the supporting Contamination Reports, NRW have requested the following contamination conditions; land affected by contamination, a contamination verification report, a long term monitoring plan, unsuspected contamination and a piling risk assessment.

Flood Risk:

- 6.9 NRW note that the site lies within Zone C1 of the Development Advice Map (DAM) as contained in TAN15. The supporting Flood Consequence Assessment shows that the risks and consequences of flooding can be managed to an acceptable level.
- 6.10 NRW do note that the public open space and new/improved sports pitches may be at risk of flooding. The FCA confirms that the development is outside the flood plain extents (i.e. DAM Zone C1) and therefore will not be displacing any flood plain storage. There are no proposals to lower levels across the site. On the basis that ground levels are not changed (raised or lowered) within the areas at risk, NRW are satisfied in principle that the risks and consequences of flooding could be managed acceptably. However, they do not rule out the need for site specific FCA's for future phases, depending on final proposals, changes to flood risk mapping and national planning policy at that time.
- 6.11 **Dwr Cymru Welsh Water:** No objection has been raised subject to a condition being applied on foul water drainage. An advisory note has also been recommended. Surface water will be controlled through the SAB regulatory framework.

**7. REPRESENTATIONS**

- 7.1 The application is subject to an Environmental Impact Assessment and has therefore been advertised for a period of 30 days in accordance with statutory requirements. The application has been advertised by press and site notices

were and neighbours and local members were notified.

7.2 The Cardiff Civic Society objected on ecological grounds, summarised as follows:

- The Ecology Report has a lack of detail on meadow grassland, birds, bird nesting, bats
- The application fails to demonstrate how biodiversity will be enhanced
- The following conditions have been suggested; bat/bird boxes, areas for dense scrub and grass meadow to develop, that species of trees are nature friendly and native species, no trees to be cut down to enhance residents views and a large number of trees should be planted, that the beach is not proposed due to pollution concerns

7.3 1 objection and 1 neutral comment received, summarised as follows:

- Excessive car parking
- Concerns with the loss of trees and public open green space
- Concerns with increase in litter and maintenance of the site
- The beach is not needed and a wildflower meadow would be better

7.4 A Petition with less than 50 signatures has been submitted. The reasons for objecting are not stated.

## 8. **ANALYSIS**

8.1 The main issues to be assessed are:

- a. Proposed Land Uses
- b. Design
- c. Transport/Highways and Waste
- d. The Provision of Open Space
- e. Landscaping
- f. Ecology
- g. Archaeology
- h. Flooding
- i. Sustainability

### **a. Proposed Land Uses**

#### Location:

8.2 The site falls within the settlement boundary as defined by the Cardiff Local Development Plan (LDP) (2006-2026) Proposals Map. Given that most of the site comprises previously developed residential land, the residential redevelopment of this land does not raise any land use policy concerns.

#### Retail Policy:

8.3 In relation to the proposed A1 retail unit, the application site is not located within a designated centre as defined by LDP Policies R2, R4 and R5, and is



out of centre in terms of retail policy. Any proposed A1 retail unit should therefore be assessed against Policy R6: Retail Development (Out of Centre). 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. That need cannot satisfactorily be accommodated within or adjacent to the Central Shopping Area, 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.

8.4 In this regard, the relatively small scale of the retail unit (285 sqm) as indicated on the parameter plans for the outline permission is well below the TAN4 2500sqm threshold where a retail impact statement would be required. Given the retail floorspace is modest in scale, it will provide a complementary and ancillary role to the wider residential development of the site and provide an element of convenience goods retailing to serve the newly established population.

8.5 Paragraph 5.282 of the LDP states that in addition to local centres identified on the proposals Map, there are numerous smaller groups of shops and individual corner shops across the county that provide valuable shopping facilities to surrounding communities. It is acknowledged that expenditure will be localised and that given the scale, and format proposed would not likely cause unacceptable harm to the City Centre, or vitality or viability of established District or Local Centres.

8.6 It is suggested that any A1 retail floorspace permitted as part of the future phases will be restricted to the sale of convenience goods.

#### Food and Drink Use:

8.7 The community cafe A3 unit has been assessed against LDP Policy R8 (Food and Drink Uses) and the Food, Drink and Leisure Uses Supplementary Planning Guidance (November 2017).

8.8 Policy R8 identifies that food and drink uses are most appropriately located in the City Centre, the Bay and District and Local Centres subject to amenity considerations, highway matters and crime and fear of crime considerations and where they do not cause unacceptable harm to the shopping role and character of designated centres. Food and drink uses are unlikely to be

acceptable within or adjacent to residential areas, where they would cause nuisance and loss of amenity.

- 8.9 Paragraph 1.4 of the SPG also acknowledges that there are instances where the provision of appropriately sized retail (including A3) units may be actively encouraged or required as part of redevelopment plans. However, the Council would seek to restrict any future A3 use to a café only in this instance in the interest of residential amenity.

## **b. Design**

- 8.10 Cardiff LDP Policy KP5 (Good Quality and Sustainable Design) contains criteria for assessment of new development proposals to ensure that high quality, sustainable designs occur which positively contribute to the creation of distinctive communities, places and spaces. The Placemaking Team has been involved in the development of the proposal at various stages, from the initial idea to regenerate the estate, through to commenting on various iterations of an emerging masterplan.
- 8.11 Planning Policy Wales (Edition 11, 2021) states that good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places.
- 8.12 The proposals have been developed during comprehensive pre-application discussions with input from Placemaking Officers throughout. The indicative plans relate to the layout, movement/accessibility, green infrastructure, density, scale, massing and appearance of the proposed wider masterplan. The proposals have been assessed against the Residential Design Guide Supplementary Planning Guidance (SPG) (2017).

### Scale and Massing

- 8.13 Both blocks in Phase 1 constitute 'tall buildings' within the Tall Buildings SPG (2017). The SPG is a material consideration in determining this application. Para. 1.5 states 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 that can serve to promote the city on a national and international stage"*. Further, para. 1.7 states that *"Cardiff seeks to be the most liveable capital city in Europe and to create an inclusive, vibrant, thriving, sustainable and attractive city in which to live and work. Proposals for tall buildings need to demonstrate an exceptional standard of design together with appropriate land uses and public realm through careful planning and design so that they knit well into the existing fabric of the city"*. Tall buildings are therefore assessed having regard to locational criteria, specifically that they will only be acceptable where (para. 2.2):
- There would be no negative impacts on important views or vistas
  - The character or setting of heritage assets is not harmed

- The proposal will be a positive feature in skyline and streetscape, either by complementing a cluster of tall buildings or forming a strategic landmark
- No material harm is caused by overshadowing or overlooking
- There will be walking and cycling accessibility to sustainable transport and local facilities

8.14 In addition to the Tall Buildings SPG, further national policy guidance is provided in TAN12, which also highlights the importance of identifying distinctive views, key skylines and vistas.

8.15 The visual impact has been tested by means of a series of key views from agreed locations. These comprise views from:

- Cardiff Bay Link Road north-west
- Cardiff Bay Barrage facing north-west
- The upper Marl facing south
- Clarence Road (the bridge over the River Taff) facing south-west
- Hamadryan Park facing west
- The top of Grangemoor Park facing east, adjacent to the 'Silent Links' sculpture

8.16 The key views demonstrate that the proposed towers in phase 1 and the scale of the parameter plans are acceptable from longer views and will broadly respect the scale of the surrounding context. The two towers in phase 1 have been positioned adjacent to the river to maximise the potential on this part of the site for views out across the Bay and the Marl. The depth of the site, and its position on the river allows the taller buildings to sit well on the river frontage, with no significant amenity impacts on neighbouring homes. 13 storeys is considered acceptable in relation to other buildings along the River Taff and the 8 storey tower will form a suitable edge to the park. The lower blocks are well positioned to step up to the taller elements, so that this shift in scale is well managed visually and in terms of any impacts, tying in nicely with a context which is lower scaled overall. As such, the height of the tall buildings are considered to be appropriate and in keeping with the local context and will provide landmark buildings which will be visible from a range of distant views.

8.17 The principles of the later phases have been a constant feature of the masterplan. The development on the Channel View Road will tie in with the facing homes ranging from 2 to 3 storeys, stepping up to taller homes fronting the park and square. Placemaking Officers are satisfied with the indicative scale and massing plans, with a suitable scale to the square and park edge and an elegant shift in scale within the blocks between houses and apartments. This will enable the future phases built form to be managed with areas of character and mix of tenure to create more compact developments and a mix of home types.

#### Layout and Legibility

8.18 The blocks in phase 1 are considered to be well spaced and extrude from the lower elements which continue the street forms which help frame the pattern

of access and legibility. The proposed tower adjacent to the river is considered a significant improvement compared to the poorly positioned existing tower, as it will make the most of the river and park views. Placemaking Officers welcome the location of the community hub and café at the ground floor fronting the park and the river. This will bring vibrancy and animation to this area of the site adjacent to the illustrative 'urban beach' which will form a focal point of the wider development.

- 8.19 In terms of the wider development site, the indicative parameter plans demonstrate that the unfortunate 'Radburn' layout of the existing Channel View Estate will be replaced by a considered layout which includes a series of distinct residential and landscape settings. The combination of built form and landscape is sufficient and there is a clear set of distinct settings and areas in terms of built form, which maintain the master planning themes which have been consistently accommodated. These include the formal spine road to a distinctive main square, which will accommodate the main bus transport hub and shop. The distinct park edge will have a soft landscaped transition onto the Marl and the landscaped residential shared space streets are considered good design. The 'Radburn' layout has resulted in a dead frontage to the park and an edge of no character and the park itself is of poor quality. The loss of park is considered acceptable as it will enhance the park edge by creating a softer edge curve and character to the park edge and will accommodate improvements to the landscape of what is a neglected area.
- 8.20 Placemaking Officers consider that the parameter plans will greatly enhance the areas legibility with a strong axial path, a clear park edge with life brought to it, landmark buildings along the river frontage, and a key focal node at the main square.

#### Accessibility/Permeability

- 8.21 Phase 1's main access from both blocks will be from the Marl frontage, adjacent to Block A and will also link with the Taff Trail and the main square (with bus stops) with pedestrian and cycle routes. The accessibility for phase 1 is therefore considered excellent.
- 8.22 The existing Channel View Estate is considered isolated from the wider community. Whilst there are a few pedestrian and cycle connections to neighbouring developments, these are considered to be poorly laid out and lit, providing insecure and venerable points, which have been subject to antisocial behaviour. The wider outline permission has therefore created four key solutions to improve the accessibility of the scheme with the surrounding context.
- 8.23 The widening of Channel View Road is welcomed as this will provide improved vehicle and pedestrian connectivity through the site and will accommodate the bus service currently serving the neighbourhood. This will also incorporate tree lined green verges and transitional green spaces, acting as key wayfinding route.

- 8.24 To overcome the isolation of the existing estate, the indicative outline plans also propose two new connections on South Clive Street. To the north-west of the site, the new east to west pedestrian/cycle link is strategically the most important as it will connect the Ely Trail through Grangemoor Park and the retail park to the Marl and the Taff Trail, greatly improving the active travel network. The new southern vehicular access on South Clive Street will then provide a single way access for the bus and well as two-way pedestrian and cycle movement.
- 8.25 The indicative block layout of the access is permeable, with an exemplary block structure clearly distinguishing between public and private in most areas. In light of the above, it is considered that the new connections within the outline permission will overcome the feeling of isolation that the current estate suffers. The cycle and pedestrian connections will open up local permeability and new routes to the park, shop and café for neighbouring residents. Officers welcome the 'on-street' parking, to ensure that cars are positioned away from garden areas and away from the river frontage.

#### Façade Appearance

- 8.26 The proposed elevations of Phase 1 are considered to be well composed and attractive. The brick treatment is domestic and interesting and will be a highly durable material, which will tie the scheme in with the general character of nearby homes. Contrasting brick tones are also used to define the towers as key elements, with the lower elements and plinth using a darker brick, and the towers having a lighter brick. Brick detailing in the form of projecting header courses have been used to delineate floors and link elements, providing architectural interest. Further information will be required by condition to ensure appropriate depths of reveals and façade richness and to ensure the brick is a sufficient quality. Officers welcome the use of the green living walls, as these have been used to highlight the main access cores of the building whilst also providing visual interest and enhancing green infrastructure.

#### Residential Amenity

- 8.27 The residential unit sizes in Phase 1 will vary from 55sqm to 59sqm for 1-bedroom units and 66sqm to 70sqm for 2-bedroom units. The units comply with the Design Quality Requirement (DQR) standards and include facilities for wheelchair users which can be adapted to individual user need. The general orientation and layout has been carefully considered, so that each dwelling will have a good standard of outlook making the most of the river and park views and adequate levels of light and ventilation. All of the units will benefit from private external balconies with sufficient space for outdoor furniture and private communal amenity spaces at ground floor and fifth floor roof terraces. The communal spaces will be appropriately landscaped with good access to light, making them highly desirable spaces. Block 1 also features a number of community facilities to cater for elderly persons. As such, the residential accommodation for phase 1 is considered to be very high quality.

- 8.28 Officers have reviewed the supporting Solar Shading Study, which has assessed the impact of overshadowing of Phase 1 in June and March at 08:00, 12:00 and 16:00 hours intervals. This shows that there will be no overshadowing impact on the existing homes to the south. The communal spaces will also not be overshadowed and the lower blocks in phase 1 will benefit from adequate levels of ambient light. Whilst officers acknowledge that there will be some overshadowing of the future phases in the mornings in June and March, it is considered that this can be overcome by virtue of the orientation of the future dwellings. The reserved matters will be assessed against the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a guide to good practice' by P J Littlefair (2011), to ensure the dwelling receive adequate light. Subject to the appropriate orientation of the future phases, it is considered that the proposed phase 1 will not result in any adverse impact on future occupiers living conditions.
- 8.29 Further, there will be no adverse impact on neighbouring and future occupiers in terms of a loss of privacy and or from any undue sense of enclosure. The separation distance for overlooking complies with the Residential Design Guide Supplementary Planning Guidance (SPG).

*Other matters impacting upon amenity:*

- 8.30 The hours of operation proposed to the community hub/cafe in phase 1 will be 8am to 8pm on Mondays to Saturdays and 8am to 6pm on Sundays or Bank Holiday Mondays. These operation hours are not considered to be unreasonable and will not result in an unacceptable level of noise disturbance in this location. A delivery hours condition from 7am until 8pm has also been applied.
- 8.31 To ensure that the amenities of future occupants of each phase are protected from external noise, a Noise Report will be required by condition demonstrating that the noise mitigation measures meet the required tests. This will include details of any ventilation infrastructure. An additional Noise Report is required to ensure that the noise from the sports pitches is kept to a minimum.
- 8.32 Finally, in the interests of highway safety and to ensure the construction activity does not detrimentally impact the neighbouring properties amenity, a Construction Environmental Management Plan has been applied by condition for each phase.

**c. Transport/Highways and Waste**

- 8.33 Transportation Officers have reviewed the supporting Transport Assessment, Transport Impact Statement and Travel Plan and note that the development will offer improved permeability for pedestrians, cyclists and public transport compared to the existing development. It is also considered that the Council's aspirational 50:50 modal split between journeys by car and journeys by walking, cycling and public transport is supported by the improvements and

limited car parking provision proposed within the application. An associated Travel Plan has also been applied as a condition to promote active travel. There has been engagement through the pre-application process which has helped to define transportation elements of the wider indicative layout.

- 8.34 Phase 1s main access from both blocks will be from the Marl frontage, adjacent to Block A. This will also link with the Taff Trail and the main square and so will be accessed by residents, staff and for servicing. A temporary access will be provided adjacent to Block B to the south from the existing Channel View Road. It is the intention that this is temporary, and that access can be accommodated from the north, once the future phases have been developed. A temporary service vehicle turning arrangement will also be proposed at the location of the future main access. Transportation Officers have raised no objection to these arrangements and relevant conditions have been applied.
- 8.35 Given that the existing Channel View Estate is a cul-de-sac, the existing bus route must undertake a U-turn at the southern end of Channel View Road. The indicative connection to the south linking to South Clive Street will result in more efficient circulation of the buses. The phasing plan identifies that the new bus link will be delivered early on in the development, however given the construction works, temporary re-orientation of the existing route may be required. A statement within the CEMP has therefore been applied to ensure that the bus service continues to operate during the construction stages. Details relating to bus stop and bus gates will be dealt with at reserved matters stage.
- 8.36 The majority of roads within the development will be adopted highway and Transportation Officers are satisfied that the roads within Phase 1 have been designed to an adoptable standard. Whilst there are maintenance concerns regarding the block paving on the corners of the wider site, the design and location of the block paving will be assessed further as a condition.
- 8.37 Transportation Officers have raised no objection to the supporting tracking diagrams for refuse lorries, buses and for fire engines for phase 1 and the wider parameter plans. To ensure that the roads will still be accessible during construction of the later phases, a tracking condition has been applied for each reserved matters application.

#### Vehicular Parking:

- 8.38 Policy T5 of the adopted LDP requires development to accord with the council parking standards, as outlined in the approved SPG. Paragraph 6.1 of the approved Managing Transportation Impacts SPG states that *'the availability of parking spaces and their location can influence travel choices. Excessive provision can serve to stimulate demand for car travel and perpetuate reliance on the car. The application of parking standards to new developments is therefore an important tool in managing demand for travel by car and encouraging a shift to sustainable transport modes'*. The aforementioned SPG uses maximum parking standards of 1 car parking space per residential unit

and for per elderly person units (as required by Planning Policy Wales), and there is no minimum amount of car parking that has to be provided.

- 8.39 Phase 1 proposes 20 dedicated car parking spaces for the 81 elderly person residential units, which complies with the Managing Transportation Impacts SPG. The proposed parking spaces will not be located on the adopted highway, so no objection is raised. Parking for the wider site is essentially 'on street', which is supported.
- 8.40 In the interests of sustainable modes of transport, an electrical vehicle (EV) charging points condition has been recommended. This will ensure that a minimum of 10% of vehicular parking for each phase and the overall development will include EV charging points.

#### Cycle Parking:

- 8.41 The Managing Transport Impacts (Incorporating Parking Standards) SPG requires the provision for cycle parking at a minimum ratio of 1 secure, sheltered and accessible cycle space per 10 units for elderly person units. Phase 1 proposes 10 secure and sheltered Sheffield stands (ground base) and 4 Sheffield stands spaces for visitors and staff for the A3 unit, complying with the aforementioned SPG. To ensure the access and manoeuvring space for the cycle parking is sufficient, a cycle parking condition requiring further details has been requested for phase 1 and for the later phases. A buggy store has also been proposed for the elderly persons in phase 1.
- 8.42 In light of the above, there has been no objection from Transportation Officers subject to conditions.

#### Waste:

- 8.43 The residential and commercial waste arrangements for phase 1 are considered acceptable. There will be a direct access from the refuse store to the refuse collection vehicles and the tracking diagrams are considered acceptable. The landscaping has also been altered so that there is not a problem for the collection of bins in the autumn at the time of leaf fall. A Waste Management Strategy has been recommended for all the phases, which will include details of refuse stores and the litter bins, including how the site will be maintained during construction. This addresses the objection raised regarding litter and maintenance. In light of the above, the Waste Officer has raised no objection.

#### **d. The Provision of Open Space**

- 8.44 Part of the site is identified as open space in the latest open space survey. LDP Policy C5, requires the provision of a satisfactory level and standard of open space on all new housing/student developments, or an off-site contribution towards existing open space for smaller scale developments where new on-site provision is not applicable.



- 8.45 With the proposed development lying immediately adjacent to The Marl, it is not considered necessary for the development to include public open space. Whilst the development does include some pockets of open space, they will only be available for the use of the residents and so are not included in the Public Open Space Contribution. Therefore, in line with Chapter 5 of Cardiff Planning Obligations SPG, an in-kind contribution by virtue of a planning condition has been recommended by Parks Officers towards improvement of the existing open space to support the additional demand generated by the development. The contribution towards public open space works under Condition 5 above will be in the value of £918,776. Whilst the parameter plans show indicative ideas for the works to The Marl, these are not finalised and will be subject to consultation.
- 8.46 Policy C4 seeks to protect open space that has significant functional utility, including land that can accommodate formal/or informal recreational uses and has conservation, environmental or amenity value. This is through only allowing proposals where:
- They would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and
  - The open space has no significant functional or amenity value; and
  - The open space is of no significant quality; or
  - The developers make satisfactory compensatory provision; and in all cases
  - The open space has no significant nature or historic conservation importance.
- 8.47 This policy reflects national planning policy relating to open space set out in Planning Policy Wales and Technical Advice Note 16 relating to Sport, Recreation and Open Space (January 2009).
- 8.48 The proposed development encroaches onto the southern part of The Marl, which results in a loss of 0.89 hectares, which amounts to approximately 9% of the total park area. There is a deficiency of recreational open space in the ward against the adopted standard (14.6ha against a recommended 53.22ha). However only part of the area being lost, mainly the runoff area surrounding the western end of the rugby pitch, counts towards the standard. As such, the development would only result in a small decrease in the ward's scoring (decrease of approximately 0.3 hectares).
- 8.49 Despite the loss, the indicative plans intend for the sports pitch on the Lower Marl to be retained and re-orientated to a more desirable north-south direction, meaning there will be no loss of facility. Parks Officers will ensure that the new pitch can be at least of the same dimensions with adequate runoff. The park can then continue to host existing activities as it is currently a full sized rugby pitch used by Cardiff Internationals Athletic Club RFC.
- 8.50 The remaining area being lost at the southern end of the park is mainly grass with some trees and shrubs, with poor sightlines, and not considered to have significant value. Opportunities for informal play and recreation will be continued. The development will include its own small pockets of open space

including community growing spaces that link directly to The Marl but they will be for private use of the residents.

- 8.51 Compared to the existing estate where properties back onto the park, the illustrative shared surface road will provide a more attractive frontage to the park. The shared surface road will have priority for pedestrians on the park edge. The position of the road will improve natural surveillance, discouraging anti-social behaviour, dog fouling etc. It is thought that despite the loss of open space, the improved connection between the estate and The Marl and the link with the other parks nearby will result in a better quality open space. A condition has been applied to ensure that the improvement works to the park will be finished prior to the beneficial occupation of the 300<sup>th</sup> house in the development.

#### **e. Landscaping**

- 8.52 Phase 1 is supported by comprehensive landscaping proposals, offering 18 new trees, hedges, specimen planting and rain gardens. The Tree Officer is satisfied with the proposed landscaping for Phase 1, in terms of the scale and specification of the planting.
- 8.53 The wider site provides an indicative landscaping strategy which demonstrates that there will be a loss of 23 category 'B' trees as part of the outline permission, but mitigation works indicate that 112 replacement trees will be planted. Following discussions with the applicants landscaping consultants, the Tree Officer broadly accepts the justification for the loss of the trees, as a direct result of a number of factors for the comprehensive redevelopment of the estate. This includes the safe demolition of the existing buildings, improvements to the access and the likely reorientation of the rugby pitch and the aspiration for an active frontage to The Marl. Finally, a minimum width of development between The Marl and Channel View Road, which exceeds the depth of the existing estate at Phase 6 was required. As such, the inevitable extension of the parameter plan into The Marl results in the removal of the existing trees along the rear garden boundary of existing properties.
- 8.54 While it is unfortunate that there are a number of category 'B' trees to be removed in this part of the development, the Tree Officer accepts that a successfully implemented and maintained scheme should be able to mitigate the loss, especially given that the indicative scheme proposes 112 newly planted trees. The Tree Officer is satisfied that if each phase is progressed as per the proposed phase 1 in terms of the scale and specification of planting, then in the medium to long term the tree population will be enhanced.
- 8.55 As each phase of development comes forward, conditions will be required. These will include a landscaping plan and landscaping maintenance conditions and an Arboricultural Impact Assessment (AIA), Arboricultural Method Statement (AMS) and a Tree Protection Plan (TPA). In light of the above, no objection has been raised regarding the loss of the category 'B' trees.

## **f. Ecology**

- 8.56 The conservation of native wildlife habitats and the safeguarding of protected species is discussed in Planning Policy Wales (Ed 11, 2021). New development opportunities have an important part to play in creating new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable. Improving habitat connectivity through promoting wildlife corridors, whilst ensuring development minimises species and habitat impact, are also important considerations.
- 8.57 Officers note the objections raised regarding the failure to demonstrate how biodiversity will be enhanced and concerns with the loss of trees. The Council's Ecology Officer has reviewed the Environmental Statement Volume 3 Appendix 7.1, which sets out an assessment of the impact of the proposed scheme upon the ecology of the existing site, and puts forward measures to mitigate this impact. In light of this, the Ecology Officer supports the efforts that have been made to incorporate formal green infrastructure provision into the built development. Further, an assessment of the impact upon ecosystem resilience is also made and in general, the officers support the methodology, recommendations and conclusions of the report. Notwithstanding this, conditions have been applied ensuring that there are sufficient nesting and roosting opportunities for bats and birds by incorporating bat and bird boxes.
- 8.58 Natural Resources Wales (NRW) were also consulted and raised no objection subject to conditions. As such, it is considered that the conditions recommended by NRW and the Council's Ecology Officer address the objections raised to ensure biodiversity is enhanced and for the safeguard of protected species.

### River Corridor:

- 8.59 In addition, part of the site is identified as a River Corridor on the LDP Proposals Map and Policy EN4 River Corridors is relevant. This states that the natural heritage, character and other key features of Cardiff's River corridors will be protected, promoted and enhanced, together with facilitating sustainable access and recreation. In this respect it is noted the proposed development seeks to enhance the river corridor by directly improving the built environment along the corridor and also by enhancing the connectivity to this asset through the provision of new footpaths / cycleways through The Marl by improving pedestrian and cycle links. The footpaths will also provide significantly improved access to the Cardiff Bay Trail, which enables the enjoyment of the river corridor and wider Bay area for recreational purposes. It is also noted that the proposals include the enhancement of the public open space within the river corridor to encourage greater use of the area for recreational and leisure purposes.

## **g. Archaeology**

- 8.60 Officers note that the wreck of the 'Louisa', a Scheduled Monument (Cadw

ref. GM553) is located adjacent to the application site. Cadw and the Glamorgan-Gwent Archaeological Trust were consulted and reviewed the supporting Archaeological and Heritage Desk-Based Assessment prepared by Tetra Tech. It was concluded that any adverse affect from the development can be offset through effective heritage interpretation, such as an information board facing towards the Wreck of Louisa. This will provide further public benefit from the development by enhancing understanding of the Wreck its significance. Another condition has been applied for a Scheme of Investigation which will detail an archaeological watching brief on all groundworks. Subject to these conditions, officers are satisfied that the Scheduled Monument will not be adversely affected.

#### **h. Flooding**

- 8.61 The site lies within Zone C1 of the Development Advice Map (DAM) as contained in TAN15. This means that the area is served by significant infrastructure, including flood defences. The supporting Flood Consequence Assessment shows that there is no change to ground levels and the risks and consequences of flooding can be managed to an acceptable level. This therefore accords with LDP Policy EN14 and TAN15.

#### **i. Sustainability**

- 8.62 LDP Policy EN12 places a requirement on new developments to maximise the potential for renewable energy, with developers encouraged to incorporate schemes which generate energy from renewable and low carbon technologies. LDP Policy KP5 confirms that such features contribute towards good quality and sustainable design.
- 8.63 The design of the development considered renewable energy and efficiency. The buildings will be highly insulated to keep energy use to a minimum. Solar panels will be provided where possible to generate electricity. Ground, gas and water source heat pumps will be provided for clean, cheap energy for heating homes and there will be possible connections to the district-wide heating network. A condition has been applied for an Energy Strategy to support each phase of development.

### **9. UNILATERAL UNDERTAKING REQUIREMENT**

- 9.1 The following planning obligations have been requested to mitigate any significant adverse impacts of the proposed development and to provide essential, enabling and necessary infrastructure as defined within LDP policies KP6 (New Infrastructure) and KP7 (Planning Obligations):
- i. **Affordable housing:** An obligation to ensure a minimum of 20% affordable housing is required to be delivered within the site, in accordance with Policy H3 of the adopted City of Cardiff Local Development Plan (2006-2026).
  - ii. **Education:** A financial contribution will be sought and will be agreed as

the phases progress. This will be calculated against the formula in accordance with the Council's adopted Planning Obligation SPG (2017).

- iii. **Transport:** £5,000 for the implementation of Traffic Orders are required as a consequence of the development.

9.2 Further, an in-kind contribution towards **public open space improvements** under Condition 34 will be a value of approximately £920,000. The applicant has confirmed their acceptance of the obligations.

## 10. **LEGAL CONSIDERATIONS**

10.1 *Crime and Disorder Act 1998:* 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. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

10.2 *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.

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

10.4 *Statutory pre-application public consultation:* The statutory pre-application public consultation was carried out in accordance with legislation and is considered acceptable.

10.5 *Environmental Impact Assessment (Wales) Regulations 2016:* As required by Regulation 3 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2016 this report and the recommendation has taken the environmental information and its amendments into consideration.

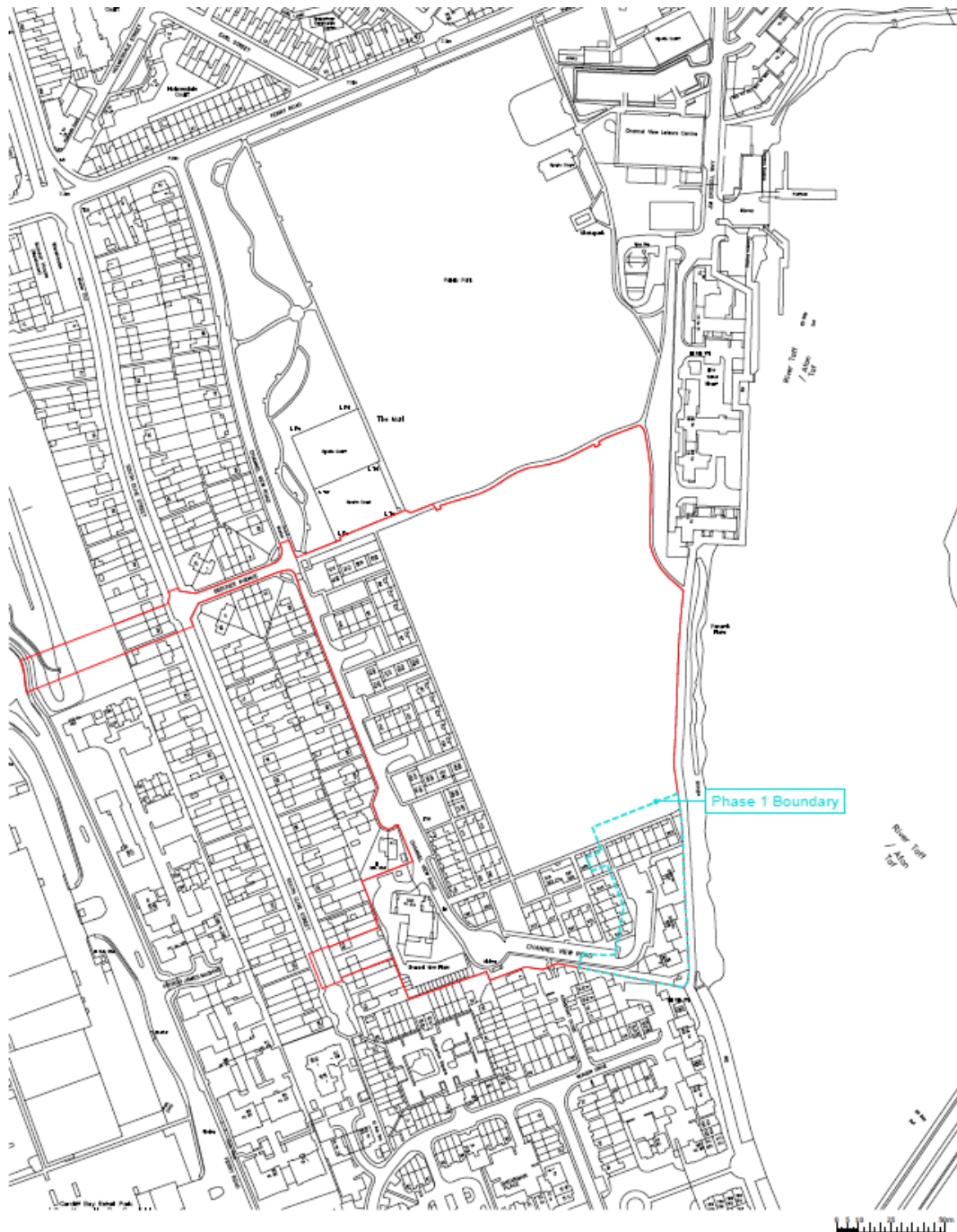
10.6 *Flood and Water Management Act 2010:* Section 12 (3) of the Flood and Water Management Act 2010 places a duty on Risk Management Authorities

(e.g. a county council for the area) to have regard to the national and local strategies and guidance when exercising any other function in a manner which may affect a flood risk or coastal erosion risk. The relevant strategies and guidance have been taken into consideration in the assessment of this application.

## **11. CONCLUSION**

- 11.1 The proposed comprehensive redevelopment of the Channel View Estate will deliver an increased number of affordable housing units. It is considered that this is an exemplar development with high standards of design which will fully embrace sustainability principles and integrate with the existing community. There has been no technical consultee objection.
- 11.2 The Environmental Impact Assessment (EIA) provides a comprehensive assessment of the potential impacts of the proposed development and this has been taken into consideration in the assessment of the application. The conclusions of the submitted EIA are considered sound.
- 11.3 It is therefore recommended that planning permission be approved subject to the completion of a legal agreement to secure the measures identified in Section 9, and relevant conditions.

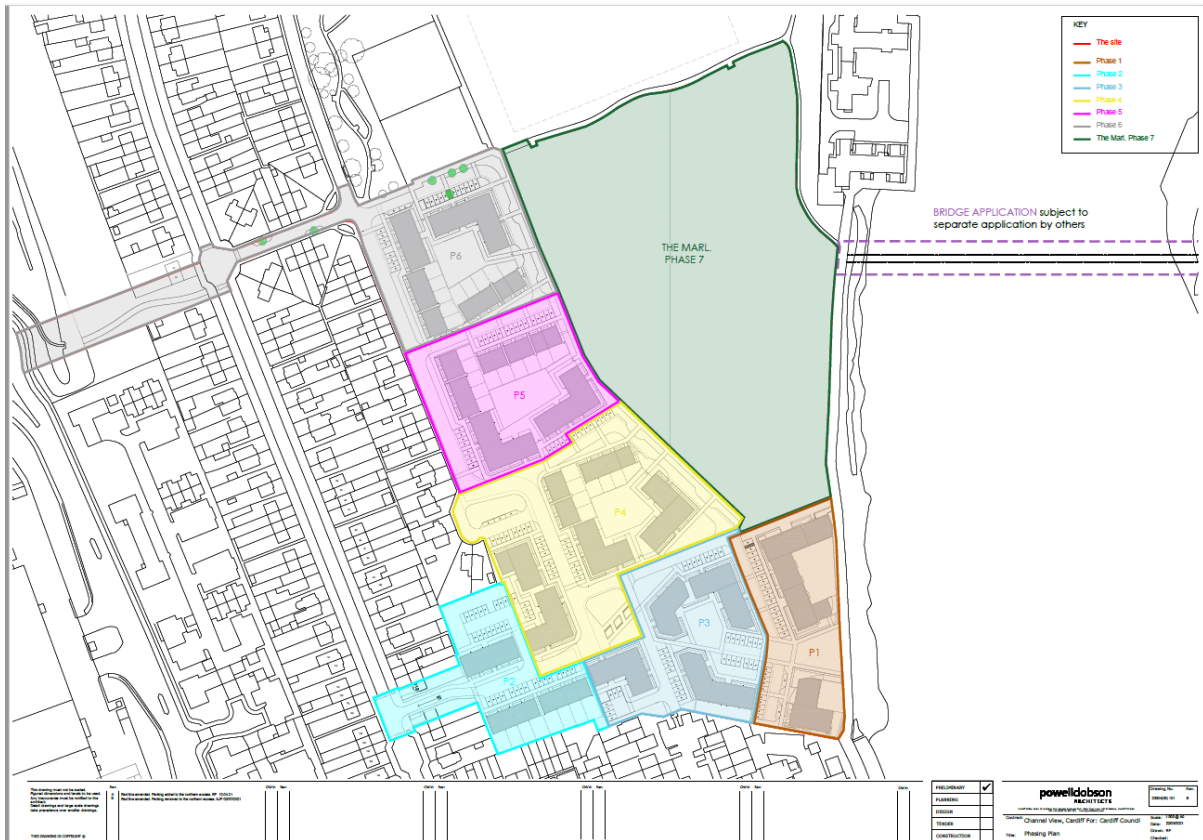
# Site Location Plan:



<p>This drawing must not be scaled.          Figure dimensions and levels to be used.          Any discrepancies must be notified to the architect.          Detail drawings and large scale drawings          shall precede any smaller drawings.</p>				<table border="1"> <tr> <th>Rev</th> <th>Description</th> <th>Date</th> <th>By</th> <th>Check</th> </tr> <tr> <td>A</td> <td>Redline Amended.</td> <td>AF 31.03.21</td> <td>-</td> <td>-</td> </tr> <tr> <td>B</td> <td>Redline Amended.</td> <td>RF 16.04.21</td> <td>-</td> <td>-</td> </tr> <tr> <td>C</td> <td>Redline Amended.</td> <td>AP 24.06.21</td> <td>-</td> <td>-</td> </tr> </table>	Rev	Description	Date	By	Check	A	Redline Amended.	AF 31.03.21	-	-	B	Redline Amended.	RF 16.04.21	-	-	C	Redline Amended.	AP 24.06.21	-	-	<table border="1"> <tr> <td>PRELIMINARY</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>PLANNING</td> <td></td> </tr> <tr> <td>DESIGN</td> <td></td> </tr> <tr> <td>TENDER</td> <td></td> </tr> <tr> <td>CONSTRUCTION</td> <td></td> </tr> </table>	PRELIMINARY	<input checked="" type="checkbox"/>	PLANNING		DESIGN		TENDER		CONSTRUCTION		<p><b>powelldobson</b>  <b>ARCHITECTS</b></p> <p>Unit 10, The Arcade, 10, The Arcade, Cardiff, Wales, CF10 1AF</p> <p>Channel View, Cardiff          For: Cardiff Council          Site Location Plan</p> <p>Scale: 1:500 @ A3          Date: April 2022          Drawn: AP          Checked: -</p> <p>Drawing No: 20204 (00) 000 C</p>
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Registered Office: Powelldobson, Suite 10, Building One, Eastern Business Park, Wren Park Lane, 10/11, Wren Park, Cardiff, CF10 1AF. Powelldobson is a trading name of Powelldobson Ltd a company registered in England and Wales No 1875832.

# Phasing Plan:





# PHASE 1



Site Plan:



# Proposed Elevations:



Section 3-3



Client: Channel View, Cariff	Date: 11/01/2021	Scale: 1:250 @ A1	Project: Channel View, Cariff
Architect: Powell Dobson Architects	Date: 28/03/2021	Scale: 1:250 @ A1	Project: Channel View, Cariff
Contractor: Proposed Street Elevations 3	Date: 28/03/2021	Scale: 1:250 @ A1	Project: Channel View, Cariff

# Landscape Plan:



- Trees to be retained**
- Trees to be removed**
- Tree planting**
- Other uses**
- Tree planting**
- Specimen within site**

**TETRA TECH**

Channel View  
Landscape:  
Phase 1

**300**

**Key**

- AFA: Acer thymifolium 'Aronia'
- AS: Acer sp.
- AZK: Acer x zosterifolium 'Aronia'
- GLPT: Glaxia glabra 'Tiger'
- HAF: Hala domesticus 'Beauty of Bath'
- MAF: Malus domestica 'Bramley'
- QK: Quercus robur 'Holly'
- TW: Tilia tomentosa 'Tremor'

Scale 1:250 @ A1

A11586-1-3032 Detailed Landscape - Phase 1.dwg

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21 April 2021

# OUTLINE PARAMETER PLANS

## Land Use Plan:



## Movement Plan:



## Green Infrastructure Plan:



## Scale & Massing Plan:



## Character Areas Plan:



## Indicative Wider Landscape Strategy:

