

<b>Cardiff LDP: Candidate site submission form</b>	
<b>1. Contact details</b>	
Landowner name	Redrow Homes (South Wales) Ltd
Address	Redrow House, Cardiff Gate Business Park, Cardiff, CF23 8RH
Telephone number	029 2054 9103
E-mail	<a href="mailto:Peter.thomas@redrow.co.uk">Peter.thomas@redrow.co.uk</a>
Contact person	Peter Thomas
Agent name	RPS Group PLC
Address	Park House, Greyfriars Road, Cardiff, CF10 3AF
Telephone number	029 2066 8662
E-mail	powelll@rpsgroup.com
Contact person	Lyn Powell
<b>2. Ownership details</b>	
Is the site wholly in the ownership of the proposer?	No (NB: the 'owner' enjoys an option on the land.)
If not, are other landowners aware of this submission?	Yes
Please provide contact details of any other owners	1) Mrs M J Watt, Gelynys Farm, Morganstown, Cardiff, CF15 8LB 2) S Pugh & Son (Garden Centre) Ltd, Ty Nant Nursery, Ty Nant Road, Morganstown, Radyr, Cardiff, CF15 8LB
Please give details of any restrictive covenants	None
An Ordnance Survey (OS) map extract showing landowner ownership of surrounding land in blue must also be submitted, ideally in an electronic format for accuracy (Mapinfo, Shapefile or DXF using the British Coordinates System and British National Grid. No OS base information is required). If you wish to supply a pdf, jpeg, tiff, etc showing OS base detail with landowner ownership of the surrounding land in blue outline to confirm, please do so.	

<b>3. Site details</b>	
Site address/location	Gelynis Farm, Morganstown, Cardiff
Site Area (Ha)	10.5 ha (28 acres) plus 0.33 ha (0.81 acres) access land
An OS map extract showing the Candidate Site boundary in red must also be submitted ideally in an electronic format for accuracy in the Candidate Site Register (Mapinfo, Shapefile or DXF using the British Coordinates System and British National Grid. No OS base information is required). If you wish to supply a pdf, jpeg, tiff, etc showing OS base detail with the Candidate Site boundary marked in red outline to confirm, please do so.	
<b>4. Current land use</b>	
What is the existing use of the land?	Main site – grazing; Access land-nursery and railway land
Is the site brownfield or greenfield?	Both - nursery brownfield; main site greenfield
<b>5. Summary of proposal</b>	
What is the proposed use of the land?	Residential development including new access to site via access road from B4262 and bridge over railway line
Please give basic details of the proposal Eg for housing- Number and type of proposed units Employment- Type of use (B1-office, B1-other, B2, B8) & gross floor area in square metres Retail- Net retail area in square metre Mixed use- Proportion and quantity of uses	Number of houses to be determined, but likely to be up to 300 dwellings in total.
<b>Additional information</b>	
<p><b>This level of information is only required for:</b></p> <p><b>(i) If for housing- 0.5 hectare or more in size or 10 or more units:</b>  <b>(ii) If for other uses- 1 hectare or more in size or 1,000 or more square metres in floor space; and</b>  <b>(iii) For transportation-related information, please read the guidance notes set out at the bottom of this table.</b></p> <p><b>Please read the guidance notes set out at the end of this table for advice on how to fill out this section.</b></p>	
<b>1. Environmental factors</b>	

<b>Sub-factor</b>	<b>List of any additional information provided and summary of how proposal responds to sub-factor</b>
<p><b>Biodiversity &amp; geology-</b> Assess impact on designated sites, protected species and wider nature conservation interests such as habitat connectivity including any relevant off-site impacts. Also, consideration of the scope and feasibility of possible mitigation to address potential impacts on site characteristics</p>	<p><b><u>List of additional information provided:</u></b></p> <p>None</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>The site is not affected by any nature conservation or bio-diversity designations. However, it abuts the River Taff and has field hedges surrounding it. It is likely, therefore, that it will harbour species of nature conservation interest. Such interests, however, can be mitigated through design.</p>
<p><b>Landscape-</b> Assess impact on local and strategic landscape, river corridors, open spaces, trees, woodlands, hedgerows, and views/prominence. Also, consideration of the scope and feasibility of possible mitigation to address potential impacts on site characteristics</p>	<p><b><u>List of additional information provided:</u></b></p> <p>None</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>The site is not designated for its landscape quality or character and it sits within the Taff Valley and adjacent to the western bank of the River Taff. The site is screened from the river, however, by a belt of woodland and the river sits at a lower level than the site itself. To the west of the site lies the railway line between Cardiff and Pontypridd and beyond the railway line, to its west, lies an office development (Ty Nant Court) and Pugh's Nursery and Garden Centre. Both the office court and the nursery/garden centre front onto, and have direct access to, the B4262.</p> <p>To the east of the site, beyond the river and the A470 dual carriageway, lies the community of Tongwynlais.</p> <p>The site itself is largely flat and grassed. It has no particular physical or landscape features to note and is compromised by the adjacent railway and the general environmental effect of the A470 trunk route to its east and an agglomeration of urban land uses, commercial, business, residential, retail, and recreational in its general vicinity.</p> <p>The farming unit extends to only 18.6 ha (46 acres) in total and its income is derived from its use as a guest house, fruit farm, farm shop, stabling and livery. The</p>

	<p>effect of the loss of some 10.5 ha of land on the farming business will therefore be negligible.</p> <p>The site is visible from an M4 viaduct to the south which crosses in an east-west direction over the Taff Valley. That visibility is restricted, however, merely to a glance as traffic along that corridor is normally travelling at speed. From that position, however, the site has the appearance of being in a bowl within the valley. It is also visible from other higher ground in the locality. In general, however, it is a discrete site in strategic landscaping terms and in many respects reflects a typical undeveloped area of open agricultural land within an urban and busy setting. Other than from higher ground to the east, west and north, it is not prominent and from adjacent lower levels it is screened particularly from the east by the woodland margins of the River Taff. In effect, therefore, it is an area of open land within a location that could typically be regarded as being part of the City's northern urban fringe.</p>
<p><b>Historic, cultural and built environment-</b> Assess impact on Listed Buildings, Conservation Areas, Ancient Monuments, Historic Landscapes, Locally Listed Buildings, Archaeological sites and other special features of the built environment. Also, consideration of the scope and feasibility of possible mitigation to address potential impacts on site characteristics</p>	<p><b><u>List of additional information provided:</u></b></p> <p>None</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>To the immediate west of the site, over the railway line, lies a motte and bailey castle. This is understood to be a Scheduled Ancient Monument (AM12). The setting of the monument is at present already compromised, however, by a Council-owned Sports Club and playing field to its north and south, by the aforementioned garden centre to the north, and by the railway line to its east.</p> <p>To the north east of the site, on a elevated position, lies a well known folly and landmark Castell Coch, a Grade I listed structure.</p> <p>The site does not sit within a conservation area and the landscape has no particular landscape designation.</p> <p>Views of the site from Castell Coch are restricted to its upper floors. From lower levels, views are screened or filtered by the woodland in its immediate vicinity. Whilst the site is visible from a part of the castle, therefore, its development will not significantly compromise that</p>

	<p>aspect.</p> <p>The motte and bailey castle is already compromised by existing developments and the existence of the railway line to its immediate east. In the event that there is a need to protect the setting of the castle from the east appropriate mitigation measures, in the form of landscaping, will be implemented on the candidate site to reduce any visual impact that new development may cause.</p>
<p><b>Natural resources-</b> Assess impact on mineral resources, water quality, aquifers, agricultural land quality, implications on farming units, air quality and water resources. Also, consideration of the scope and feasibility of possible mitigation to address potential impacts on site characteristics</p>	<p><b><u>List of additional information provided:</u></b></p> <p>None</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>There are no mineral resources within the site or aquifers. In terms of water quality there is clearly some run-off from the site into the adjacent River Taff but that is at present naturally restricted to greenfield run off rate. In the event that the site is developed the same restrictions will be built into the engineering of the development.</p> <p>The land is at present agricultural land and shown on the ALC Map to be of Grade 2 quality. It forms part of Gelynis Farm which has a total landholding of no more than 18.6 ha (46 acres). The farm has diversified in recent years towards the growing and sale of nursery stocks such as strawberries, raspberries etc, and as a guest house and livery/stabling centre, an indication that as an agricultural unit the farm in its entirety and under its original agricultural purpose is non viable. No unacceptable impact upon the operation and viability of the farm will be incurred as a result of the development.</p> <p>In terms of air quality it is compromised by the adjacent railway line and the A470 trunk road to the east. The scale of compromise is such, however, that it does not prevent its development for residential purposes. There is also a certain element of noise pollution at the site, again associated with the two aforementioned adjacent land uses. However, the scale of noise pollution is no more than typical of this type of location at the northern fringes of a large and busy City.</p> <p>Appropriate mitigation measures will therefore be incorporated into the design of the scheme to ensure that the amenity of residents thereat is not compromised.</p>

<p><b>Contaminated land-</b> If a relevant factor, assess how the proposal addresses</p>	<p><b><u>List of additional information provided:</u></b></p> <p>Not applicable – no contaminated land within the site.</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>Not applicable</p>
<p><b>2. Flood risk factors</b></p>	
<p><b>Existing flood risk-</b> Assess extent of any flood risk taking account of degree of risk and consequences of flooding</p>	<p><b><u>List of additional information provided:</u></b></p> <p>Scoping Study for Flooding Consequences Assessment (Waterman Civils) and Preliminary FCA (WSP)</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>The site abuts the River Taff and is located within an area classified as Zone C2 by the relevant Development Advice Map of TAN15. A Scoping Study produced by Waterman Civils into the hydrological issues affecting any future development of the site has been undertaken and recommends a Flood Consequences Assessment. The Scoping Study does not, however, specifically preclude the development of the site and suggests that mitigation measures can be incorporated into the design of the development to overcome any TAN15 objections.</p> <p>That initial work by Waterman Civils has been progressed by WSP. The results are that the traditional perception that the site is constrained by the floodplain has been based on relatively coarse modelling, the most recent of which was completed by Atkins in 2007.</p> <p>Having refined and improved that work, however, a number of engineering options have been assessed and then tested by hydraulic modelling. The results of the preliminary FCA undertaken by WSP are that it is viable from a flood-risk perspective to develop a reasonable scale of development (up to 300 dwellings) at Gelynys Farm whilst complying with all the necessary technical, legislative, and planning guidance applicable to Wales. The details of the preliminary FCA are outlined in the attached letter of 17<sup>th</sup> December 2010 and the Technical Note of 16<sup>th</sup> December 2010 attached. They conclude that:</p> <ol style="list-style-type: none"> <li>1. The modelling done to date at this location (that underpins the EA maps and the TAN 15 DAM) is</li> </ol>

	<p>coarse and conservative. It is a useful tool for providing an initial warning that flood risk should be examined in more detail, but it should not be relied on as an accurate tool for defining the true extent of extreme flooding.</p> <ol style="list-style-type: none"> <li>2. A more refined approach to flood plain modelling is likely to prove that the site is flood free during the 1% event and is partially inundated by shallow, localised flooding during the 0.1% event.</li> <li>3. The remodelling of ground levels can create an area large enough for a substantial and viable residential development, without increasing the risk of flooding elsewhere.</li> <li>4. The proposed access arrangements to the development area will, in terms of flood risk, comply with relevant (TAN 15) guidelines.</li> </ol>
<p><b>Potential to manage any flood risk-</b> Assess if any flood risk is fully understood, capable of being managed in an effective way and deliverable</p>	<p><b><u>List of additional information provided:</u></b></p> <p>Scoping Study for Flooding Consequences Assessment (Waterman Civils) and Preliminary FCA (WSP)</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>The WPS Report indicates how the perceived flood risk is capable of being managed in an effective way and is capable of being delivered within land under the control of the candidate site proposer. In summary it recommends that:</p> <ol style="list-style-type: none"> <li>1. In terms of flood risk, decisions on whether or not to allocate this site for any form of development should not be based solely upon current EA model data or the TAN 15 Development Advice Map. These maps are inaccurate and are inappropriate for informing major decision making.</li> <li>2. Refined modelling should be undertaken at this location to more accurately define the flood plain. This modelling should be produced in cooperation with the EA adhering to all necessary quality procedures and controls. Once approved the revised model should be adopted and used to update the River Taff data set.</li> <li>3. Ground re-profiling of the site must be accompanied by robust hydraulic modelling to demonstrate that flood risk will not be increased elsewhere as a result of development. This can form the basis of a planning condition, ensuring that relevant controls can be put in place to satisfy the EA and other flooding stakeholders.</li> </ol>

**3. Transportation factors (only complete if thresholds on page 8 would be exceeded)**

**Potential for sustainable transportation solutions**  
 – Assess the potential of the proposal to effectively deliver sustainable transportation solutions that positively encourage non-car usage and minimise the impact on existing congestion.

**List of additional information provided:**

Access Study, Technical Note and Preliminary Access Layout (SBA) and agreements with Pugh's Nursery and Network Rail.

**Summary of how proposal responds to sub-factor:**

Gelynis Farm at present secures vehicular access from the B4262 (Ty Nant Road) via a lane that joins the main road just south of a property known as Y Wern. Whilst visibility along the main road at the junction is reasonable the lane itself is narrow, with few passing places, and it drops steeply into the valley floor before negotiating a level crossing prior to entering the farm complex. That route is not suitable for an intensification of traffic volumes, not least because the level crossing is a significant barrier to the safe movement of an increased number of vehicles. Additionally, a route that uses that crossing will compromise the amenity and continued operation of Gelynis Farm itself as a Guest House and Fruit Farm.

Accordingly, an alternative access has been considered by SBA and secured directly from the B4262 at a point on the convex side of a curve in the highway and upon land at the northern end of the adjacent nursery site, just south of the southern boundary of Ty Nant Court. That land is in the ownership of Pugh's Nursery and the candidate site promoter has secured a legal agreement with Pugh's Nursery for the land necessary to provide the access strip.

A letter of 13<sup>th</sup> December 2010 (attached) from Graham Pugh to Redrow confirms the availability of that land to facilitate the proposed access. Access onto the B4262 is proposed to be gained at that point and a highway of 7.3 metres width will then provide access into the candidate site via an over-bridge over the existing railway line. Following discussion with Network Rail it is considered that the bridge will not compromise the free flow and continued use of the railway line.

The existing 40 mph speed limit along the B4262 is proposed to be reduced to 30 mph to facilitate the necessary visibility splay arrangements.

	<p>A Technical Note produced by SBA and attached concludes as follows:</p> <ol style="list-style-type: none"> <li>1. The site can be accessed in a safe manner in accordance with design standards, and can be developed to promote travel by non car modes.</li> <li>2. The analysis has demonstrated that the site is located within 400m walking distance of a regular bus service to Cardiff and within 1.6km of Taffs Well train station which also provides regular services to Cardiff Central station. These distances are considered to be acceptable walking distances to bus and rail facilities respectively.</li> <li>3. A new priority junction onto Ty Nant Road is proposed which can be constructed to engineering standards and has the recommended visibility splays as per Manual for Streets and TAN18. This junction will be located within the existing land of Pugh's Garden Centre, and any improvements can be accommodated within the adopted highway.</li> <li>4. The junction provides ample capacity to accommodate the predicted demand from future development, and the proposed development can be developed in a sustainable manner and therefore meets the relevant transportation criteria of the Council.</li> </ol>
<p><b>Transportation context</b>          – Assess impact on transportation network and key corridors relevant to the site taking account of the:</p> <ul style="list-style-type: none"> <li>• Number of person trips generated by each mode from the development;</li> <li>• Peak hours of operation;</li> <li>• Modal share;</li> <li>• Distribution of trips from developments on transportation corridors; and</li> <li>• Possible mitigation to address the potential impacts.</li> </ul>	<p><b><u>List of additional information provided:</u></b></p> <p>SBA Access Study / Technical Note</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>Please refer to Technical Note produced by SBA (Sections 3 and 4).</p>
<p><b>4. Neighbourhood, Community and Place-making</b></p>	

<p><b>Local neighbourhood-</b> Assess any positive and negative impacts on regenerating areas, reducing deprivation, and assess compatibility with adjoining and nearby uses</p>	<p><b><u>List of additional information provided:</u></b></p> <p>None</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>The primary land uses adjacent to the site are residential, business (offices), a garden centre, and recreation. None of these uses is incompatible with the proposed residential use at Gelynis Farm.</p>
<p><b>Community facilities-</b> Assess potential implications of proposal on the usage and provision of community facilities including local centres, schools, green infrastructure (open spaces, allotments) and any other public facility used by the public</p>	<p><b><u>List of additional information provided:</u></b></p> <p>SBA Access Study / Technical Note</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>The proposed site is well related to existing community facilities, such as schools, shops, public houses, and it is within convenient walking distance of existing bus and rail networks.</p>
<p><b>Local connectivity-</b> Assess scope for fully integrating proposal in terms of connectivity and accessibility to surrounding areas. (This is distinct from the wider transportation factors referred to above)</p>	<p><b><u>List of additional information provided:</u></b></p> <p>None</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>The site is within walking distance of existing facilities in Radyr and Morganstown, local bus and rail services, and the national Taff Trail.</p>
<p><b>Sustainability &amp; design-</b> Assess the potential to deliver the principles of place-making, reducing crime, supporting local character and distinctiveness through design quality and meet wider principles of sustainable development</p>	<p><b><u>List of additional information provided:</u></b></p> <p>None</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>There is sufficient critical mass within the proposed development to ensure a sustainable approach to design and modern living.</p>
<p><b>5. Infrastructure and deliverability factors</b></p>	
<p><b>Site utility constraints-</b> Assess extent and potential implications of existing utility constraints</p>	<p><b><u>List of additional information provided:</u></b></p> <p>None</p>

<p>affecting the site such as easements</p>	<p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>No constraints to the development of the site as proposed are anticipated.</p>
<p><b>Physical site constraints-</b> Assess extent of any physical features that may impact on ability of site to accommodate development</p>	<p><b><u>List of additional information provided:</u></b></p> <p>WSP Preliminary FCA and the SBA Access Study / Technical Note</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>None that cannot be appropriately mitigated.</p>
<p><b>Scope for renewable energy solutions-</b> Assess the renewable energy opportunities of the site</p>	<p><b><u>List of additional information provided:</u></b></p> <p>None</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>The site is large enough to allow it to be developed to modern sustainability standards. The development will be constructed to Code 3 standards.</p>
<p><b>Infrastructure deliverability-</b> Assess the extent to which the required infrastructure is considered feasible to be delivered during the plan period</p>	<p><b><u>List of additional information provided:</u></b></p> <p>WSP Preliminary FCA and the SBA Access Study / Technical Note</p> <p><b><u>Summary of how proposal responds to sub-factor:</u></b></p> <p>Please refer to above reports</p>

**Guidance Notes on filling out candidate site proforma**

**Overview of background information required**

1. Contact details- Please provide details for both the landowner and agent, if used.

2. Ownership details- Please answer the 4 questions and also provide an OS map extract ideally in electronic format at an appropriate scale that accurately shows the site boundaries.

3. Site details- Please answer the questions and provide an OS map extract at an appropriate scale ideally in electronic format that accurately shows the site boundaries.

4. Current land use- Please answer the 2 questions. If currently unused, please state previous use. Greenfield sites can be described as land that has not previously been developed but excludes green spaces that form part of existing grounds of houses or buildings.

5. Summary of proposal- Please answer the 2 questions giving sufficient detail so the potential number and type of units or square metres of office or retail space can be clearly understood. Where different land uses are involved, please also submit a plan or plans that give an indication of disposition of land uses for the submitted site.

**Overview of detailed information required for assessment factors**

For sites above the following thresholds, additional information is required.

- (i) If for housing- 0.5 hectare or more in size or 10 or more units:
- (ii) If for other uses- 1 hectare or more in size or 1,000 or more square metres in floor space; and
- (iii) For transportation-related information, please read the guidance notes set out at the end of this note.

(i) Any additional information that the site proponents may hold such as site surveys that may assist the Council in assessing the merits or otherwise of the proposal. The first column sets out how the Council will be assessing sites and should be referred to inform the type of information that would assist a robust assessment.

Any additional information or reports should be listed in the proforma and also attached as supporting material. Where possible, electronic copies would also be welcomed; and

(ii) Those submitting sites are also requested to set out a summary of their considered conclusions of the extent to which their proposals respond to each of the 5 assessment factors. This may include, where considered appropriate, an outline of any proposed mitigation or enhancement measures that are

considered necessary to reduce impacts and/or provide enhancement opportunities.

With specific regard to the **transportation factor**, all developments at or exceeding the threshold for a Transport Assessment as set out in the Council's Supplementary Planning Guidance: Access, Circulation and Parking Standards (Approved January 2010), are required to provide the transportation information set out under "3. Transportation Factor" on page 4.

#### Indicative Thresholds by Use Class for Transport Assessments

Use Class		Indicative Thresholds for Transport Assessments
Use Class	Use	Threshold (GFA)
A1	Food Retail	>1,000 m <sup>2</sup>
A1	Non food Retail	>1,000 m <sup>2</sup>
A3	Restaurants & Cafes	>1,000 m <sup>2</sup>
A2 & B1	Business	>2,500 m <sup>2</sup>
B2	General Industrial	>5,000 m <sup>2</sup>
B8	Warehousing & Distribution	>10,000 m <sup>2</sup>
C1	Hotels	> 1,000 m <sup>2</sup>
C2	Hospital, Nursing Homes	>2,500 m <sup>2</sup>
Sui Generis	Student Accommodation	> 25 students
C3	Dwelling Houses	> 80 dwellings
D1	Non-residential institutions	>2,500 m <sup>2</sup>
D1	Education	>2,500 m <sup>2</sup> (All new and expanded school facilities)
D2	Cinemas & Conference Facilities	>1,000 m <sup>2</sup>
D2	Leisure Facilities	>1,000 m <sup>2</sup>
Other	Stadia	>1,500 seats

Source: Supplementary Planning Guidance: Access, Circulation and Parking Standards (Approved January 2010)

Please return completed form with any required information to:

Development Plan Team,  
Cardiff County Council,  
County Hall (CY1)  
Cardiff CF10 4UW  
e-mail [Developmentplanconsultations@Cardiff.gov.uk](mailto:Developmentplanconsultations@Cardiff.gov.uk)

Any queries - Tel: 029 2087 3461/3468/3469