

Cardiff LDP: Candidate site submission form	
1. Contact details	
Landowner name	Trustees of no's. 1, 2 and 3 St Fagans Trust (Plymouth Estates)
Address	C/O Agents
Telephone number	
E-mail	
Contact person	
Agent name	Nathaniel Lichfield and Partners
Address	Helmont House, Churchill Way, Cardiff
Telephone number	029 2043 5880
E-mail	gwilliams@nlplanning.com / ckosaner@nlplanning.com
Contact person	Gareth Williams / Cem Kosaner
2. Ownership details	
Is the site wholly in the ownership of the proposer?	Yes
If not, are other landowners aware of this submission?	N/A
Please provide contact details of any other owners	N/A
Please give details of any restrictive covenants	There are no covenants or development options affecting the future development of the site.
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.	
3. Site details	
Site address/location	Land to the West of Cardiff
Site Area (Ha)	278Ha

<p>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.</p>	
<p>4. Current land use</p>	
<p>What is the existing use of the land?</p>	<p>The site comprises a mixture of pasture land and cultivated farmland, with pockets of woodland and hedgerows. A disused former mineral railway line runs in a north westerly direction through the site.</p>
<p>Is the site brownfield or greenfield?</p>	<p>Greenfield</p>
<p>5. Summary of proposal</p>	
<p>What is the proposed use of the land?</p>	<p>A high quality sustainable mixed use urban extension</p>
<p>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</p>	<p>Approximately 4,000 dwellings, comprising a full mix and range of house types with a particular emphasis on family housing.</p> <p>An agreed mix of market and subsidised affordable housing will be programmed in to ensure full social inclusion.</p> <p>Employment land capable of accommodating approximately 3,000 new jobs. This will be provided in two main elements:</p> <p>Around 1,500 jobs in a range of one to four storey complexes primarily for B1 use. These would include high quality office employment and research and development space.</p> <p>A further 1,500 jobs will derive from the closer grain integration of mixed uses and would include:</p> <ul style="list-style-type: none"> ○ Jobs in office blocks along spine roads ○ Jobs in other shops and offices ○ Jobs in local services ○ Jobs in the health sector – clinics, private hospital, dentists, etc ○ Jobs in education ○ Jobs in recreation/leisure and

	<p style="text-align: center;">landscape management</p> <p>Retail opportunities will be provided along the main local spine roads, similar in nature to Pontcanna and Llandaff Village, designed to establish an active daytime environment. It is envisaged that these stretches would comprise local centres and complement the role and function of the city centre.</p> <p>The proposals also include the formation of a district centre that will include a range of retail and community facilities, including a larger foodstore with a new trading floorspace of approximately 3,000-4,000sq m (subject to retail assessment).</p> <p>The proposals include a programme of new provision of schools, health facilities and community uses, including a Country Park, major open spaces and playing fields.</p>
<p>Additional information</p> <p>This level of information is only required for:</p> <p>(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 bottom of this table.</p> <p>Please read the guidance notes set out at the end of this table for advice on how to fill out this section.</p>	
<p>1. Environmental factors</p>	
<p>Sub-factor</p>	<p>List of any additional information provided and summary of how proposal responds to sub-factor</p>

<p>Biodiversity & geology- 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>List of additional information provided:</p> <p>An ecological assessment of the proposed development site was undertaken in 2005 and has been further supplemented by a 2009 update to ensure that the findings remain valid with no material changes to habitats.</p> <p>The 2005 Ecological Assessment and 2009 update can be provided on request.</p> <p>Protected Species</p> <p>Bats</p> <p>Low levels of bat activity have been recorded through the site, however records demonstrate the existence of 'Lesser Horseshoe Bats' roosting, foraging or commuting through the site. The proposals seek to retain the key landscape features and habitats important for bats on the site and in some cases improves the linkages between known roosts and likely foraging areas within the site and off-site.</p> <p>Subject to sensitive detailed design using 'bat friendly' principles, the proposals do not present a significant impact to bats in the local area. Indeed, the proposed development may enhance the site for some species.</p> <p>Dormouse</p> <p>No record of Dormice activity has been recorded however dormice are known in the area. The site is supported by Woodland habitat and it has been recognised as a suitable place to support dormice.</p> <p>Whilst the A4119 and Pentrebane Road divide the site into three areas which can represent dispersal barriers, it is considered that the dormice can be supported by the woodland, hedgerow and scrub habitats that will be retained on the site.</p> <p>Reptiles</p> <p>The mosaic of marshy grassland and field edge habitats are likely to support common reptile species. Their presence however would not constrain the principle of development on the site with appropriate survey work being undertaken in due course to inform future planning applications.</p>
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	<p>Great Crested Newts There is scope to retain the newt population and to retain habitat linkages between ponds to allow continued viability of the newt population.</p> <p>Birds The ecological assessment recorded a range of common birds chiefly associated with the hedgerows and woodland habitats. These included a number of notable species including skylark and lapwing. The 2009 update advises that the assemblage of birds recorded on and within a 1km radius of the site are typical of those species expected from this type of landscape.</p> <p>As the proposals seek to retain key landscape features, the impact on bird species is not considered to be significant.</p> <p>Badgers The ecological assessment advises that no badger setts have been identified on the site. However, it is possible that setts exist within the woodland areas.</p> <p>The development proposals seek to retain the woodland areas as part of a proposed County Park.</p> <p>Nature Conservation Interests</p> <p>SSSI's There are no national or European designations on the proposal site seeking to protect nature conservation interests.</p> <p>There are however three Sites of Special Scientific Interest (SSSI) within 2km of the site boundary: Ty-DU Moor SSSI River Ely SSSI Glamorgan Canal/Longwood SSSI.</p> <p>Whilst the above protected sites could potentially be affected by future development, it is envisaged that the proposed Country Park will be able to absorb recreational pressures. Consultation with Countryside Council for Wales (CCW) will ensure priority is given to the protection, enhancement, connectivity and management of natural habitats.</p>
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	<p>Woodland SINC's Four Sites of Interest for Nature Conservation (SINC) exist on site. All of these are designated as being of woodland interest of which two are ancient woodland. These consist of the following;</p> <ol style="list-style-type: none"> 1. Waterhall Plantation SINC which is described as "secondary beech and oak/alder woodland and larch plantation with wood goldilocks". 2. Former Llantrisant Branch Line SINC, which is described as "primarily calcareous ash secondary woodland with some areas of water showing marshy characteristics". 3. Coed-y-Gof SINC (ancient woodland), which is described as "an area of conifer plantation with small remnant areas of ancient semi-natural woodland and its associated ground flora". 4. Coed-y-Trenches (ancient woodland), which is described as "an area of conifer plantation with small remnant areas of ancient semi-natural woodland and its associated ground flora". <p>A further 14 SINC's are located within a 1.5km radius of the site boundary.</p> <p>Proposed development will retain the woodland SINC's as important amenity and recreational areas. The sites will be managed using ecological principles to discourage disturbance to flora and fauna.</p> <p>Hedgerows The site accommodates a number of hedgerows and marshy grassland. Most of the hedgerows are not considered species rich, however, those that are would be retained where possible, or adequate compensation provided in the event of loss.</p> <p>Geology There are no geological designations affecting the proposed development site.</p>
<p>Landscape- Assess impact on local and strategic landscape, river corridors, open spaces, trees, woodlands,</p>	<p>There are no strategic landscape designations covering the proposed development site.</p> <p>The landscape character of the proposal site is defined by undulating arable and pasture land with most field</p>

<p>hedgerows, and views/prominence. Also, consideration of the scope and feasibility of possible mitigation to address potential impacts on site characteristics</p>	<p>boundaries delineated by established hedgerows. Pockets of woodland, a river corridor to the south of St Fagans Village and a wildlife corridor formed by the old mineral railway line comprise the key landscape features of the site.</p> <p>The proposals will integrate the key landscape features of value such as woodlands into the development in conjunction with the creation of a new Country Park.</p> <p>More detailed landscape impact analysis will be carried out in conjunction with the Council at the masterplanning stage to create an attractive and cohesive development and to ensure that adverse impacts are minimised.</p>
<p>Historic, cultural and built environment- 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>An assessment of key archaeological constraints affecting the proposal site has been undertaken. A copy of the assessment can be provided on request and a summary of the key findings within the context of the candidate site assessment sub-factors is set out below.</p> <p>Protection and enhancement of historic and cultural assets There are no historical or cultural assets present on the proposal site, including ancient monuments, listed buildings, historic parks and gardens, historic landscapes or conservation areas.</p> <p>The village of St Fagans and the Museum of Welsh Life located to the immediate south west of the proposal site is a conservation area and has been identified as an archeologically sensitive area.</p> <p>Proposed development would not affect the setting of the conservation area as the existing line of woodland to the north of Cardiff Road would be retained as a permanent buffer.</p> <p>The detailed design and landscaping approach to the proposals will seek to protect and enhance the special historic and cultural attributes of St Fagans. In particular, the development of the Ely Valley Country Park could enhance the setting of and accessibility by foot and cycle to the Museum of Welsh Life in St Fagans. This will encourage future access to historical features and cultural heritage.</p> <p>Archaeological Assessment</p>

	<p>The archaeological assessment confirms that there are no <i>“in-principle archaeological constraints to the allocation of the areas proposed for development”</i>. There are no known archaeological sites or findspots within either the northern land parcel, within Radyr Parish, or the Southern land parcel, within St Fagans parish.</p> <p>In the longer-term, a programme of archaeological field examination would be needed. This would include a geophysical survey, and a more detailed survey providing a higher degree of resolution for any archaeological sites that are identified. In addition, trial trenching may be required to confirm the results of any surveys.</p>
<p>Natural resources- 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>Summary of how proposal responds to sub-factor:</p> <p>Mineral resources The site is not identified as being within a Safeguarded Mineral Recourse Area or within a Mineral Buffer Zone.</p> <p>Instances where use may be made of alternatives to naturally occurring minerals will be encouraged and opportunities whereby secondary aggregates can be used will be encouraged. This may include the re-use of, for example recycled construction and demolition material.</p> <p>Water Quality Conservation of water resources and water efficiency will be achieved throughout the design stage, construction phase and on-going occupation of the site. This may be through the incorporation of Sustainable Drainage Systems, construction practices and internal building fixtures and fittings. This will help to conserve water and improve water efficiency for the long-term.</p> <p>It is not anticipated that future development at Waterhall will negatively impact on the site’s existing water quality.</p> <p>Air Quality The proposed development will incorporate a sustainable mix of uses which will be designed through the masterplanning of the entire site. This will ensure that opportunities for new sustainable transport linkages such as cycle-ways, footpaths and rapid transit routes form an integral part of the development. This will seek to minimise the development’s immediate and long-term</p>

	<p>impact on air quality.</p> <p>Agricultural Land Quality and implications on farming units No recent comprehensive County-wide survey has been undertaken using the latest Agricultural Land Classification.</p> <p>A high proportion of the northern half of the proposed development site is under arable use, whilst the majority of the southern and eastern areas of the proposed development site are used for grazing and/or grassland managed for hay.</p> <p>An urban extension would reduce the scale of existing farming units, which are already impacted upon by the urban fringe.</p>
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<p>Contaminated land- If a relevant factor, assess how the proposal addresses</p>	<p>The proposed development site comprises greenfield land and therefore does not require remediation.</p>
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2. Flood risk factors

<p>Existing flood risk- Assess extent of any flood risk taking account of degree of risk and consequences of flooding</p>	<p>The majority of the proposal site is not identified as being subject to flood risk. However, the TAN15 Development Advice Maps indicate that a linear stretch of land running along the old mineral railway line and encompassing the existing playing fields at Fairwater Leisure Centre and the Waterhall Plantation is known to have flooded in the past evidenced by sedimentary deposits (Zone B).</p> <p>Whilst the areas located within Zone B comprise the key landscape features of the site and would be retained as part of the development proposals, site levels will be checked against the extreme (0.1%) flood level to ascertain flood risk.</p> <p>The proposed development will seek to incorporate Sustainable Drainage Systems from the outset.</p>
<p>Potential to manage any flood risk- Assess if any flood risk is fully</p>	<p>In the event that any part of the proposal site is confirmed as being located with an area of flood risk, in-depth liaison with the Environment Agency, Drainage</p>

<p>understood, capable of being managed in an effective way and deliverable</p>	<p>and Waste representatives will be undertaken to ensure that the incorporation of Sustainable Drainage Systems minimises changes in the volume and rate of surface run-off.</p>
<p>3. Transportation factors (only complete if thresholds on page 8 would be exceeded)</p>	
<p>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.</p>	<p>An updated (2010) appraisal of strategic transport options for the proposed mixed-use sustainable urban extension and movement strategy has been prepared by ARUP and is available on request. A summary of the key findings is set out below:</p> <p>The movement strategy underpinning the Waterhall urban extension is founded on the imperative of minimising travel dependence by private car and providing a range of accessibility options. These incorporate provision for pedestrians, cyclists and public transport users that seamlessly integrate with existing networks in surrounding areas.</p> <p>Irrespective of which form of transport can be delivered, a rapid transit solution would ultimately represent the best opportunity to provide a level of service that meets the over-arching aspirations for the north west Cardiff corridor. Waterhall will provide the impetus for the realisation of this aim by providing the on-site infrastructure necessary to achieve a rapid transit solution. Nonetheless, integration with the wider city, particularly the city centre would require a public-private partnership approach.</p> <p>The strategy is extensively focused on achieving an integrated public transport network that can facilitate efficient and reliable travel along the strategically significant corridor extending between Cardiff City Centre in the south east and Llantrisant in the north west. Through the provision of frequent, reliable and cost effective public transport services, it provides a basis for achieving wide ranging benefits to accessibility and road congestion reduction.</p> <p>The strategy is based around the phased implementation of four key elements:</p> <ul style="list-style-type: none"> • Enhancements to the existing bus network including improvements to the St. Fagans Road corridor; • New bus services including a Radyr Railway Station

	<p>bus only connection;</p> <ul style="list-style-type: none">• Improvements to supporting infrastructure such as passenger interchange and waiting facilities; and• Rapid transit to Cardiff Central Station and, potentially, Junction 33, Llantrisant and beyond. <p>The lead-in time required for the delivery of fully operational rapid transit between Llantrisant and Cardiff City Centre has been accounted for through the inclusion of comprehensive enhancements to the local bus network.</p> <p>These enhancements would be implemented as the first phase of improvements by providing off-site priority measures to the City Centre and associated on-site infrastructure that includes a future capability for extension to Llantrisant. This approach will achieve a seamless upgrade of existing bus services to reflect the inbound and outbound travel demand likely to be associated with Waterhall and provides a basis for ensuring that travel patterns can be influenced at the earliest possible opportunity.</p> <p>The inclusion of improved bus services to Radyr Railway Station is significant in how they will facilitate an improved interchange capability and provide connections to wider regional destinations. In view of the complexities associated with travel behaviour at new mixed use development, an effective link to the rail network is vital in providing travel choices to multiple destinations.</p> <p>In order to encourage patronage of the services, the development layout has been conceived around the need to give buses dedicated priority of access. This is consistent with the planned off-site measures that are aimed at achieving reduced journey times and improved reliability in creating a rapid bus link to the City Centre. The measures would be centred on the Pentrebane Road and St. Fagans Road corridors in providing a natural extension to the improvements recently implemented along Cowbridge Road.</p> <p>This first phase of improvements will provide scope for rapid transit services extending to Llantrisant to be brought forward in the longer term, as they include infrastructure that could be utilised for on-road or segregated guided busway connections. It would also be possible to capitalise on potential use of the City Line, which could be deemed suitable for parallel running services or conversion to tram-train operation. This</p>
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	<p>reflects the longer-term aspirations for tram-train that were expressed in the Wales Route Utilisation Strategy (Network Rail, 2008) and utilises leading edge technology befitting the international status of Cardiff. The tram-train scenario would feature vehicles based upon adapted light rail technology, which enable operation on both road and rail networks.</p>
<p>Transportation context – Assess impact on transportation network and key corridors relevant to the site taking account of the:</p> <ul style="list-style-type: none"> • Number of person trips generated by each mode from the development; • Peak hours of operation; • Modal share; • Distribution of trips from developments on transportation corridors; and • Possible mitigation to address the potential impacts. 	<p>An updated (2010) appraisal of strategic transport options for the proposed mixed-use sustainable urban extension and movement strategy has been prepared by ARUP and is available on request. A summary of the key findings is set out below:</p> <p>The Waterhall proposals have been conceived with a vision of a mixed-used, sustainable urban extension that will foster local patterns of living and working. By co-locating housing, employment, education and recreational opportunities, the need to travel over longer distances will be minimised as many trips can be made within the confines of the site. This will limit the amount of travel demand requiring use of external transport networks.</p> <p>Walking and cycling are expected to account for a high proportion of modal share. This is due to the short journey distances associated with movement between land uses, which will be facilitated by a permeable network of pedestrian and cycle routes. Accessibility to surrounding areas will also be achieved through the provision of continuous linkages and upgrades to key local routes, including the Taff Trail at Radyr Rail Station.</p> <p>The primary focus for other outbound journeys to and from Waterhall will be public transport. This will involve a step change in the provision of infrastructure and services in order to discourage car oriented travel patterns from the outset.</p> <p>Enhancements will be made to the existing bus network to extend and divert services into Waterhall via convenient bus-only connections. Overall journey times will be assisted by the provision of off-site bus priority measures along the St. Fagans Road/Western Avenue corridor to Ely Bridge. These form an extension to those already implemented by the Council along the Cowbridge Road corridor and will be beneficial to service reliability.</p> <p>Three new bus services will also be introduced to</p>

	<p>complement the improvements to the existing network and serve key corridors of travel demand. They comprise of the following routes:</p> <ul style="list-style-type: none">• Waterhall to Cardiff Central;• St. Fagans and Morganstown via Waterhall; and• Waterhall to Radyr Rail Station. <p>These services are expected to typically operate to weekday frequencies of 10 – 15 minutes to provide a realistic basis for achieving a high modal share of public transport users.</p> <p>The vision for Waterhall also provides a unique future opportunity to introduce rapid transit services along the north western corridor of Cardiff. This could deliver far reaching benefits to travel patterns in providing public transport choices that compare favourably against use of the private car in terms of journey time, coverage, frequency, cost, reliability and comfort. The potential offered by rapid transit also includes linkages to the Rhondda Cynon Taf growth area at Llantrisant.</p> <p>In addition to the provision of infrastructure and services, the package of proposals for Waterhall acknowledges the importance of managing travel demand over time. Vehicle trip generation rates are expected to be low due to the land use mix, the investment in public transport services and the restraint that can be applied to car parking provision. Nonetheless, Travel Plans and associated schemes such as car clubs and car sharing are seen as critical elements of the approach to transport in how they provide a basis for ongoing monitoring, review and intervention.</p> <p>Although the car will not form the dominant travel mode, either in terms of design or functionality, appropriate road access forms a necessary part of the Waterhall proposals. In the absence of an existing north/south road link, a principal boulevard has been included to provide a connection towards St Fagans. This would focus any wider network traffic distribution onto Cardiff Road/St. Fagans Road, Pentrebane Road and Llantrisant Road, and it is anticipated that off-site link and junction capacity improvements will be required to accommodate any impact.</p> <p>The totality of the transport proposals are intended to form a balanced and far-sighted approach to facilitating the strategic growth of the city. By providing viable</p>
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	<p>transport choices and the scope to meet longer term sub-regional travel demands, they provide compelling support in favour of development at Waterhall.</p>
<p>4. Neighbourhood, Community and Place-making</p>	
<p>Local neighbourhood- Assess any positive and negative impacts on regenerating areas, reducing deprivation, and assess compatibility with adjoining and nearby uses</p>	<p>The proposed mixed-use sustainable urban extension is located within walking distance of the wards of Ely and Fairwater which currently shows high levels of social deprivation.</p> <p>The development of the site would result in significant long-term employment; housing and community opportunities which can offer an important means to address existing long-standing imbalances of inequality, deprivation and exclusion.</p> <p>The Council's Neighbourhood Improvement Programme prioritises areas to be targeted for regeneration which includes both Ely and Fairwater.</p> <p>It is envisaged that the proposed mixed-use urban extension would plan for a substantial range of community facilities, that could include:</p> <ul style="list-style-type: none"> ○ a new primary school; ○ improved secondary education facilities; ○ new clinics and doctors surgeries; ○ dentists; ○ a new private hospital; ○ meeting rooms, places of worship and; ○ new sports facilities potentially associated with the existing Fairwater Leisure Centre and school sports facilities. <p>These new facilities would be designed in the most accessible locations for both the new residents and the existing populations of the surrounding wards of Pentrebanne and Ely and clearly present a long term positive impact.</p>
<p>Community facilities- Assess potential implications of proposal on the usage and provision of community facilities including local centres, schools, green infrastructure (open</p>	<p>As advised above, the proposed new district and local centres will incorporate new education facilities for future generations. New primary schools will be created in line with the need generated through the development, whilst the secondary school facilities may also be enlarged in co-operation with the education authority's wider plans. It is envisaged that existing education facilities, life-long learning and training opportunities can be improved by</p>

<p>spaces, allotments) and any other public facility used by the public</p>	<p>way of developer contributions.</p> <p>This new provision will positively contribute to education accessibility, which is particularly important for the neighbouring priority regeneration wards of Ely and Fairwater. In addition, life-long learning and training would be incorporated as good practice, for example, in the construction trade. This will achieve long-term positive impacts on access to education, life-long learning and training opportunities.</p> <p>An important aspect of the proposed mixed-use urban extension will be the incorporation of generous levels of open space in excess of traditional standards. Provision will specifically be made for incidental spaces, play areas, new parks, playing fields and managed woodland areas. In addition it is proposed that a new Country Park would be created in the Ely Valley.</p>
<p>Local connectivity- 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>Single ownership of the proposal site allows for a strategic approach to the design of the proposed urban extension. This will be centred on improved local public transport accessibility as well as dedicated pedestrian and cycle linkages between new and existing areas and land-uses.</p> <p>The creation of a permeable and pedestrian friendly urban fabric means that short trips are more likely to be undertaken by walking and cycling.</p> <p>The proposals also seek to upgrade the provision for cyclists and pedestrians along Heol Isaf between Llantrisant Road and Station Road to enhance accessibility to Radyr Station and Radyr Comprehensive School.</p> <p>Improved access to the Taff Trail across the Taff River at Radyr Station, upgrades to the Bridge Road Taff River crossing and improvements to existing local links in Danescourt, Fairwater and Pentrebane where cyclists presently need to dismount form important components of the overall development proposals.</p>
<p>Sustainability & design- Assess the potential to deliver the principles of place-making, reducing crime, supporting local character and distinctiveness through</p>	<p>The recognisable parts of Cardiff outside the city centre are areas such as;</p> <p>Roath Park with its active space and water surrounded by attractive housing,</p> <p>Cathedral Road/Pontcanna where a dense</p>

<p>design quality and meet wider principles of sustainable development</p>	<p>mix of mainly residential uses are laid out formally with ample tree and shrub planting,</p> <p>Rhiwbina with its mix of more informal housing and mixed local facilities</p> <p>Cowbridge Road East with its vibrant mix of commercial activities (with Chapter nearby), surrounded by dense housing areas,</p> <p>all offering the environment for a bustling attractive place in which to spend time doing things.</p> <p>It is notable that each of these is unlike the later postwar suburbs such as Ely, Llanedeyrn or even Pontprennau, where character and activity are lacking.</p> <p>Waterhall will seek to buck this trend. In consultation with the Council and the local communities it is proposed to produce a development brief based upon exemplar urban design principles with an active mixed use street at its heart. Waterhall has much greater potential through its scale to genuinely offer a new and busy environment rather than a sleepy suburb.</p> <p>This will be important both in terms of quality of daily life but also in reducing the need to travel.</p>
<p>5. Infrastructure and deliverability factors</p>	
<p>Site utility constraints- Assess extent and potential implications of existing utility constraints affecting the site such as easements</p>	<p>Constraints and requirements for utilities provision will be addressed through continued development of the proposed masterplan, in conjunction and in liaison with all providers.</p> <p>For waste-water drainage, the northern part of the site would naturally drain to the Cardiff North catchment, which in turn drains to Cardiff East then on to Cardiff Waste Water Treatment Works. The southern part of the site would naturally drain to the Cog Moors Ely catchment.</p> <p>However, given the size and strategic location of the site, it could potentially drain to a combination of the Cardiff area catchments. Recent and planned improvements to the sewerage infrastructure in Cardiff, has significantly improved capacity at the treatment works, although the</p>

	<p>impact of this development has yet to be modelled.</p> <p>This proposed development will be phased over several years, during which the most sustainable solution will be developed in collaboration with Dwr Cymru Welsh Water, to integrate with their ongoing Asset Management Plan programme.</p> <p>The timing and phasing of this development will demand consideration of the highest standards associated with the Code for Sustainable Homes. With regard to water and drainage, this will include design measures to significantly reduce water demands and the associated foul drainage flows, including rainwater harvesting and grey-water recycling. At the detailed master-planning stage, the opportunity to introduce a sewage treatment plant dedicated to the site will be explored in more detail.</p> <p>Whilst the Environment Agency Wales policy on this is understood, it could ultimately provide the most flexible and sustainable solution, particularly if linked to an Anaerobic Digestion facility and the site energy strategy.</p> <p>As with the water and drainage infrastructure, the provision of other utilities will be phased during the build-out of the development. Power will be the most significant demand, which will need to address the carbon-reduction aspirations of both WAG and the Code for Sustainable Homes. As such, on-site generation, the inclusion of renewable energy technology and passive design measures will all be employed to reduce power demands.</p> <p>A Combined Heat and Power facility will reduce reliance on grid demand, which will be powered by a combination of gas and bio-fuels.</p> <p>Discussion will continue with Western Power and Wales & West Utilities, to determine the optimum provision to suit phasing. Further investigations with regard to the formation of a Multi-Utility Service Company to provide an integrated response to the provision of all utilities, will be progressed to suit the development programme.</p>
<p>Physical site constraints- Assess extent of any physical features that may impact on ability of site to accommodate</p>	<p>As advised above, key landscape features will be retained as open areas, which will present the opportunity to manage and further enhance these key assets.</p> <p>The extensive site area means that there is flexibility in</p>

<p>development</p>	<p>the masterplanning stage so that existing physical features would not present a constraint to development.</p>
<p>Scope for renewable energy solutions- Assess the renewable energy opportunities of the site</p>	<p>Strategic Masterplanning of the site will offer up better opportunities for the promotion and incorporation of shared/community renewable energy systems, such as Combined Heat and Power (CHP) and/or an Anaerobic Digestion facility.</p> <p>This may potentially be complemented with smaller-scale householder energy generation which will ensure that clean energy sources are secured to serve future energy demand.</p>
<p>Infrastructure deliverability- Assess the extent to which the required infrastructure is considered feasible to be delivered during the plan period</p>	<p>The transport strategy is based around the phased implementation of four key elements:</p> <ul style="list-style-type: none"> • Enhancements to the existing bus network including improvements to the St. Fagans Road corridor; • New bus services including a Radyr Railway Station bus only connection; • Improvements to supporting infrastructure such as passenger interchange and waiting facilities; and • Rapid transit to Cardiff Central Station and, potentially, Junction 33, Llantrisant and beyond. <p>The lead-in time required for the delivery of fully operational rapid transit between Llantrisant and Cardiff City Centre has been accounted for through the inclusion of comprehensive enhancements to the local bus network.</p> <p>The strategic nature of the proposal means that funding is available to facilitate the bus based transport improvements. However collaboration with the Council, WAG and key stakeholders will be required for the funding and delivery of a sub regional rapid transit link from Cardiff Central Station through to Llantrisant.</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
<p>For sites above the following thresholds, additional information is required.</p> <p>(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.</p> <p>(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</p> <p>(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</p>

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 ²
A1	Non food Retail	>1,000 m ²
A3	Restaurants & Cafes	>1,000 m ²
A2 & B1	Business	>2,500 m ²
B2	General Industrial	>5,000 m ²
B8	Warehousing & Distribution	>10,000 m ²
C1	Hotels	> 1,000 m ²
C2	Hospital, Nursing Homes	>2,500 m ²
Sui Generis	Student Accommodation	> 25 students
C3	Dwelling Houses	> 80 dwellings
D1	Non-residential institutions	>2,500 m ²
D1	Education	>2,500 m ² (All new and expanded school facilities)
D2	Cinemas & Conference Facilities	>1,000 m ²
D2	Leisure Facilities	>1,000 m ²
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

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