



Land at Church Road LDP Strategic Site G

Autumn 2022



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It should be noted that developments identified as 'consented' may be subject to the signing of a S106 Agreement.

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Introduction

Cardiff has eight Strategic Sites (containing 500 or more dwellings and / or significant employment uses), which have been allocated through the Local Development Plan (LDP) to help meet the need for new homes and jobs across the city:



Strategic Site A:	<ul style="list-style-type: none"> • Cardiff Central Enterprise Zone / Regional Transport Hub • Circa 2000 homes
Strategic Site B:	<ul style="list-style-type: none"> • Former Gas Works, Ferry Road • Circa 500 homes, with associated community uses
Strategic Site C:	<ul style="list-style-type: none"> • North West Cardiff • Minimum 5,000 homes, with employment and other community uses
Strategic Site D:	<ul style="list-style-type: none"> • North of Junction 33 on M4 • Circa 2,000 homes, with community uses, employment and Park and Ride
Strategic Site E:	<ul style="list-style-type: none"> • South of Creigiau • Circa 650 homes, with associated community uses
Strategic Site F:	<ul style="list-style-type: none"> • North East Cardiff (West of Pontprennau) • Circa 4,500 homes, with employment and community uses
Strategic Site G:	<ul style="list-style-type: none"> • East of Pontprennau Link Road • Circa 1,300 homes, with associated community uses
Strategic Site H:	<ul style="list-style-type: none"> • South of St Mellons Business Park • Strategic employment site.

To help ensure that these new homes and jobs form part of well planned communities, the LDP sets out a 'master planning' approach to the delivery of the strategic sites, where supporting infrastructure, such as transport corridors, community facilities, green spaces and schools will be provided as part of the developments.

Recognising that sites of this size will take several years to design and construct, a series of monitoring documents have been produced to provide a regular summary of development activity. They include details of:

- **Planning Histories:** Where new applications have been received and which applications have been determined (consented),
- **Development Activity:** Which sites are currently under construction and an indication of how many homes have been completed,
- **Infrastructure Provision:** A summary of the supporting infrastructure that has been agreed through a S106 (legal) agreement and details of those infrastructure works and other associated projects that are in the pipeline, or are currently being undertaken.



Indicative Illustration of Master Planning Approach

The Planning Process

The design, development and delivery of Cardiff's Strategic Sites can be broadly broken down into six parts:

Part 1: The Local Development Plan

The Cardiff Local Development Plan (LDP) 2006-2026 sets out the policies that guide development across the City. Key Policies KP2A to KP2H set out a master planning approach to the delivery of the Strategic Sites and identify an indicative schematic framework and details of those items of infrastructure (e.g. highway and transportation works, schools, community facilities and open spaces) to be delivered alongside the new homes.

Part 2: Site Master Planning

Before submitting a planning application, a developer will produce a master plan for their site. This will show an overall layout for the whole of the development area and will demonstrate how their proposals are in line with the policies set out in the LDP. Recognising that it not possible to build sites of this size in one go, a phasing plan will also be produced which shows how the site will be divided into smaller areas for delivery.

Part 3: Pre-application Consultation

Where a developer is proposing a 'major development' (a housing development of 10 or more dwellings / over 0.5ha, or other developments of over 1000sqm floorspace or 1ha), there is a need for them to undertake a pre-application consultation with the public before submitting their planning application to the Local Planning Authority (LPA). The results of this consultation then forms part of their application.

Part 4: Planning Applications

There are three main approaches that might be taken here:

- 4A. The submission of an Outline Planning Application followed by a Reserved Matters Application(s)
- 4B. A Full Planning Application
- 4C. A Hybrid Application

4A Outline and Reserved Matters Applications:

An 'outline planning application' allows for a decision to be made on the general principles of how a site can be developed before further work is undertaken on more detailed designs (these are referred to as 'Reserved Matters'). As a minimum, an outline application will usually include information on the uses proposed for the development (e.g. houses), the amount of development proposed (e.g. up to 200 homes), an indication of the sites layout (this will relate back to the masterplan for the site), an indication of minimum / maximum sizes of the proposed buildings (e.g. height) and show where access points into the site will be located.

It is at the outline application stage that the developer will enter into a S106 Legal Agreement to either deliver (build) and / or financially contribute towards the delivery of supporting infrastructure (e.g. affordable housing, highway works, schools) as part of their development.

Following the granting of an outline application, a 'Reserved Matters Application(s)' sees the developer submit the more detailed information for their site. This will include, for example: Access – the positioning and treatment of routes for pedestrians, cyclists and vehicles; Appearance – what the buildings will look like in terms of house styles and use of materials; Landscaping – details of planting, green spaces and public spaces; Layout – the way in which buildings are positioned; Scale – the dimensions of each building.

A reserved matters application could be submitted for the whole site, or, if it is a larger development, separate reserved matters applications can be submitted for each of the smaller phases as they are progressed.

4B Full Planning Application

Where everything has been designed in detail from the outset, a developer may choose to submit a full planning application. This provides approval in one planning consent as opposed to taking the outline / reserved matters route. In this scenario, the S106 Agreement would be attached to the full planning permission.

4C Hybrid Application

If a developer has full details for one part of their site and outline information for the remainder, they can submit a 'hybrid application'. The planning application description would identify which part of the site was seeking full permission (e.g. phase 1) and which parts relate to the outline element of the application (e.g. phases 2-5). As identified above (see 4A), the outline elements of the consent would be subject to future reserved matters applications.

Part 5: Discharge of Conditions

Once planning permission has been granted (consented), there will be a number of 'planning conditions' (attached to the permission) that a developer will need to discharge (e.g. providing a sample of external finishing materials). Some of these might be 'pre-commencement conditions', that will need to discharge before they can start work onsite, whilst others will need to be discharged at certain trigger points when the site is being built. To discharge each condition, a 'discharge of condition application' needs to be submitted to and approved by the Local Planning Authority.

Part 6: Implementation / Infrastructure Provision:

Once all of the permissions have been granted and relevant (pre-commencement) planning conditions discharged, the developer will then be able to start building their site. At various trigger points and thresholds during the development (as identified in the S106 Agreement), they will also start building the supporting infrastructure (e.g. new roads, schools, open spaces) and / or make payments to the Council towards infrastructure provision.

Local Development Plan Policy KP2G

The Local Development Plan sets out the framework for the development of the strategic sites.

Through Policy KP2G it identifies that:

Land is allocated East of Pontprennau Link Road, as defined on the Proposals Map, for a housing-based scheme of a minimum of 1,300 homes with associated community uses, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

Essential/ Enabling Infrastructure

Transport & Highways:

- Provision of new bus-based Rapid Transit Corridors through the site including links to the Local Centre and provision of Bus Gates at St Mellon’s Road at the north western edge of the site and Bridge Road to the south east of the site;
- Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Eastern Bus Corridors and other routes within the North Eastern/Eastern Rapid Transit Corridor including services linked to Strategic Site F, facilitating transfer/ improving interchange facilities to Rhymney Line rail services at Llanishen Station and Thornhill Station, and employment facilities at St Mellon’s Business Park and Strategic Site H;
- Off-site enhancements including bus priority measures to the Eastern Bus Corridor; Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services taking account of links with Strategic Site F: Provide a bus-only route along Bridge Road.

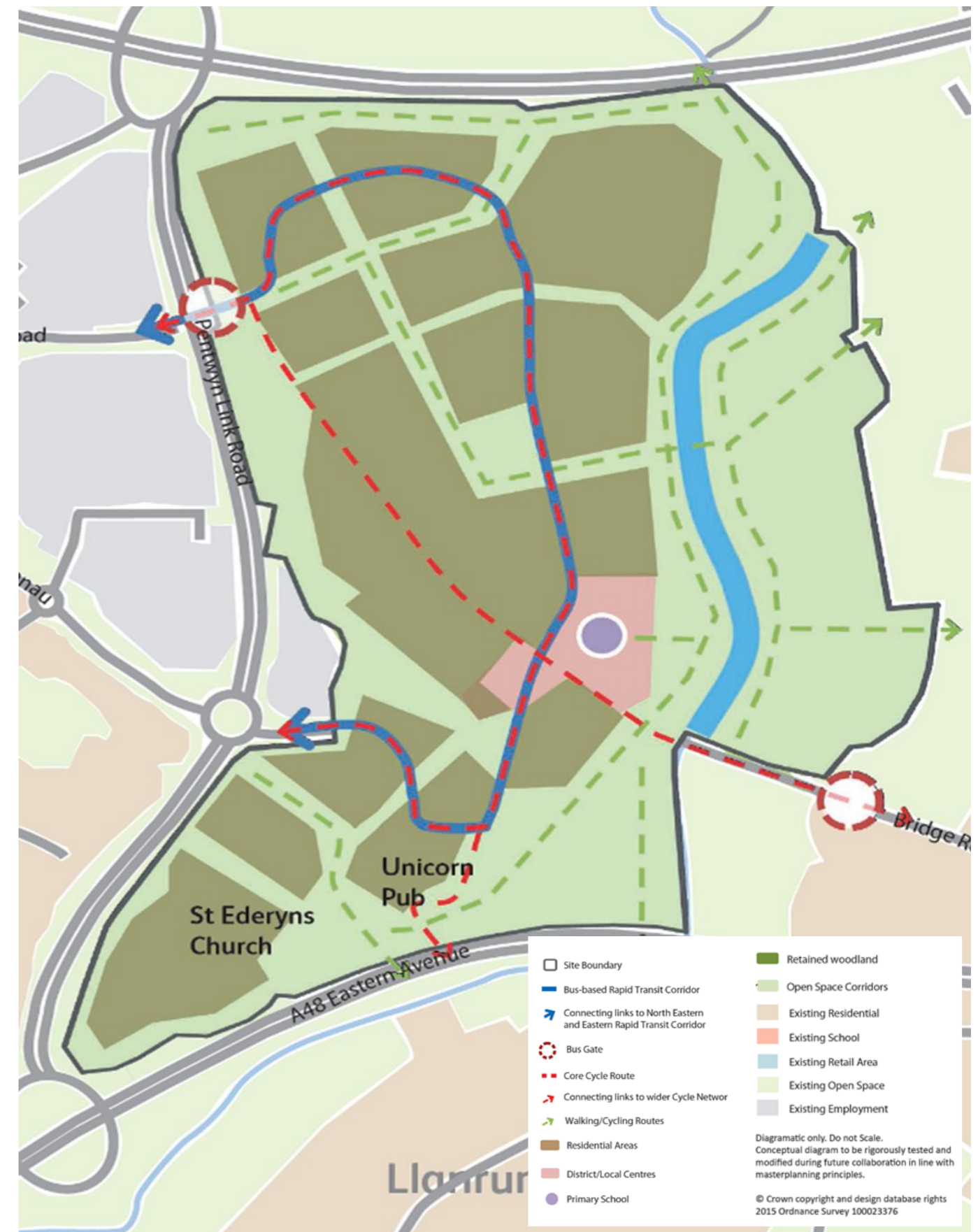
Walking and Cycling:

- On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including employment in Pontprennau, Pentwyn and Cardiff Gate Business Park;
- Improve walking/cycling access at junction of Church Road/ A4232/Heol Pontprennau;
- Provide a safe, attractive and convenient link from the site to the Rhymney Trail;
- Enhance subway under A48, south of St Edeyrn’s Church; Provide cycle/pedestrian link between the subway under the A48 and Mill Lane, Llanrumney;
- Upgrade Rhymney Trail to provide shared pedestrian/cycle route between subway under A48, south of St Edeyrn’s Church and the subway west of Pentwyn interchange.

Necessary Infrastructure:

- 1 centrally located Local Centre linked to rapid transit infrastructure and school facilities including Primary Care facility (Branch Surgery linked to Strategic Site F), multifunctional community facility, and financial contribution to upgrading of Pentwyn and Pontprennau Leisure Centres; Education-1 new Primary School located in or adjacent to the local Centre and financial contribution to provision of Secondary School at Strategic Site F;

Minimum of 7.9ha Open Space including 3.9ha of formal recreation, 2 playgrounds, 1 teen facility, and 1x 26 plot allotment site.



Strategic Site G LDP Schematic Framework

SITE G2 | Highfields

Overview of Planning Applications

Outline Application:

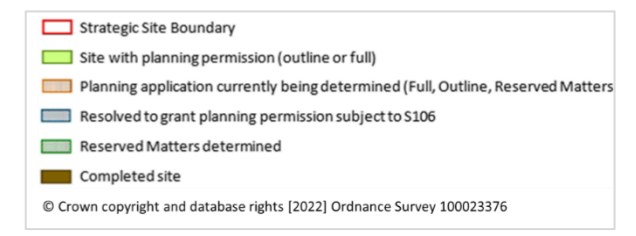
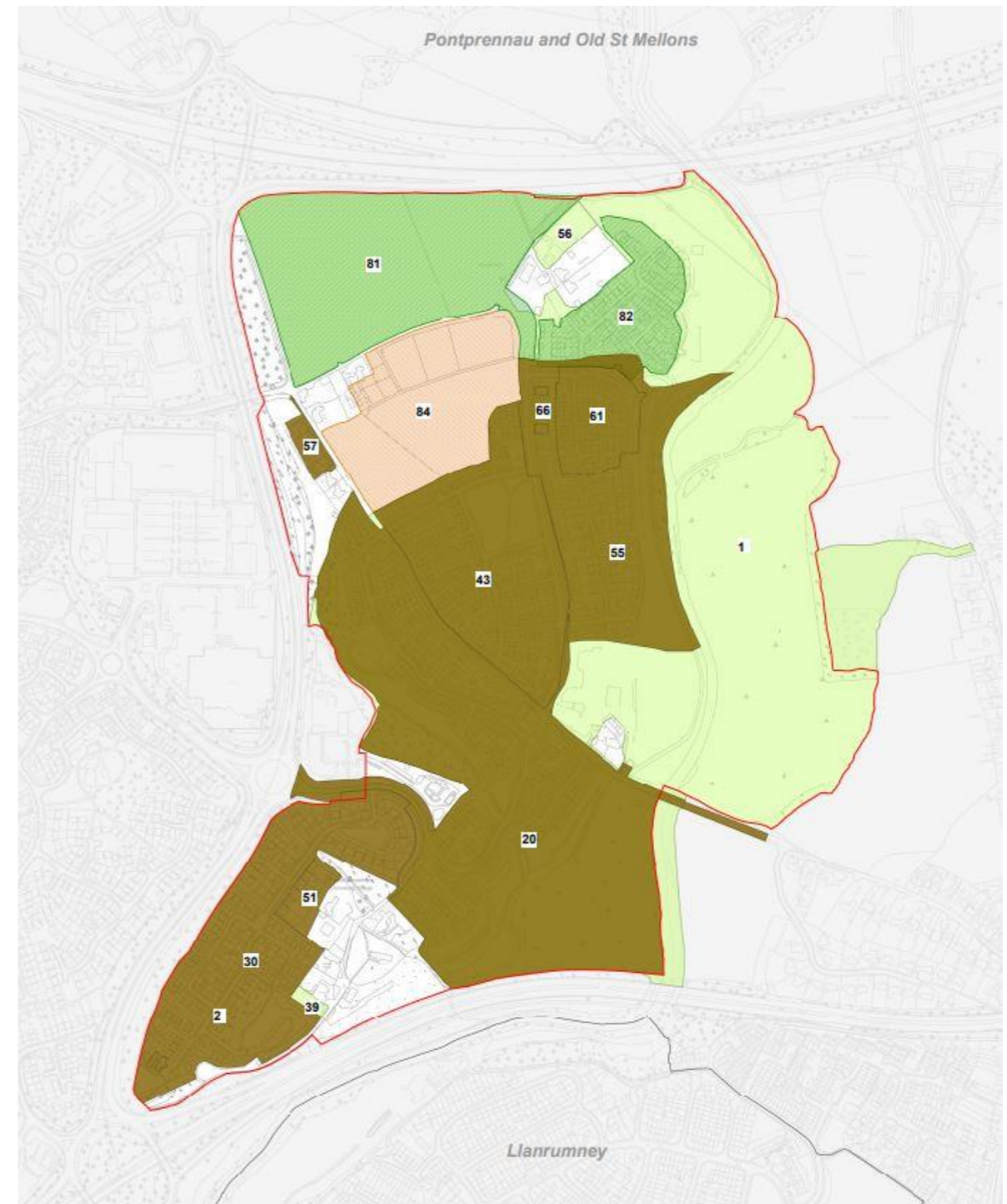
10/01681/DCO | Up to 150 homes | Completed ID: 2

Reserved Matters Application:

16/01325/MJR | 150 homes | Completed ID: 30

Full Application:

18/00397/MJR | 6 homes | Completed ID: 51



Outline Planning Application | 10/01681/DCO

Highfields | Up to 150 Homes | Completed

Site Description:

Situated to the south of St Edeyrns Village, this development covers an area of approximately 17 acres and will contain up to 150 homes. The Scheme will include affordable homes and public open spaces.

Infrastructure Provision:

In addition to the infrastructure that is being provided onsite (as above), the developer will also be making a series of financial contributions towards highway works and traffic management in the vicinity of the site, as well as improvements to public rights of way and public realm enhancements at Church Road.

Reserved Matters Application:

The reserved matters application for this site covered the whole of the development (150 homes) and looked at details of the laying out of open space, new means of vehicular access and associated works. It was approved in December 2016.

A further 'full' planning application was consented in September 2018 for an additional 6 properties, increasing the total number of homes to 156.

Development Activity:

The 156 properties were completed in 2020/21.



Site Photos

Indicative Masterplan

Infrastructure Delivery

As part of the delivery of the outline planning permission for Highfields, (10/01681/DCO) the developer has entered into a Unilateral Undertaking to provide new infrastructure and to make improvements to existing facilities. Some of this infrastructure will be provided onsite and will be built by the developer during the relevant phases of the development, whilst other contributions will take the form of financial payments made to the Council:

S106 Category	Description:
Affordable Housing	The developer will be providing 30% onsite affordable housing as part of the development.
Highway Contribution	The developer will be contributing £20,000 towards highway works and traffic management at Bridge Road / Church Road.
Public Right of Way Contribution	The developer will be contributing around £15,000 towards the improvement of the public right of way from the North East boundary of the site to Church Road.
Public Realm Contribution	There will be a contribution of £10,000 towards the following public realm improvements at Church Road: shrub clearance/hedge trimming, replacement of gate with demountable bollards and, making good of hard surfacing.

