

**LAND AT CHANNEL VIEW, GRANGETOWN
CARDIFF**

ENVIRONMENTAL STATEMENT

VOLUME 2

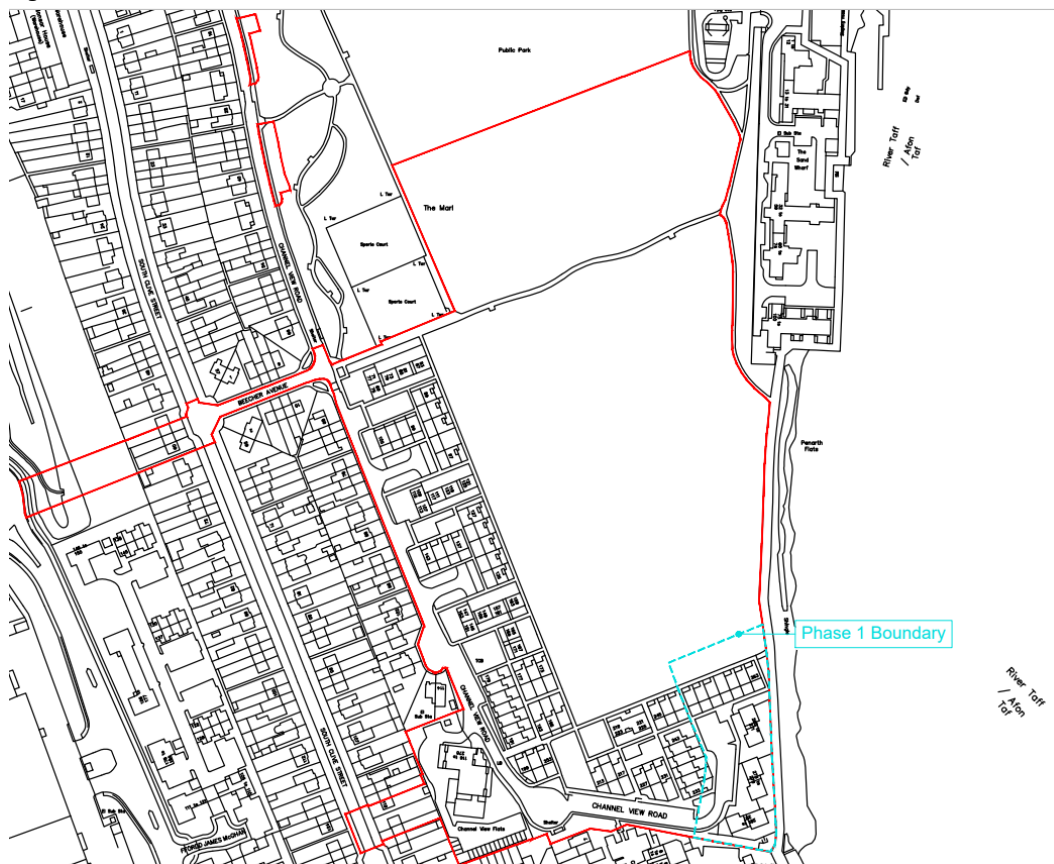
CHAPTER 3: SITE AND SCHEME DESCRIPTION

SITE LOCATION AND DESCRIPTION

- 3.1 The Site comprises of a 8.02ha area of land around Channel View Road, in the Grangetown area of Cardiff. The Site encompasses existing residential properties, including an elderly person tower-block, along Channel View Road and South Clive Street, part of the neighbouring parkland known as 'The Marl', a small area of Ferry Road Park, as well as existing roads and footpaths.
- 3.2 The Site encompasses four distinct elements as follows:
- An area of the existing Channel View housing estate which the bulk of the redevelopment proposals are focussed.
 - An area of parkland known as the Marl, which is included primarily to deliver upgrade work to the park and facilities and sustainable drainage solutions.
 - Fingers of land extending to the west, encompassing a limited number of existing properties on South Clive Street, a small area of Ferry Road Park, and areas of highway, to deliver sustainable travel links and highway improvements.
 - Two standalone parcels of land to the north of the main site along Channel View Road, which are included to facilitate the provision of car parking.

These are discussed in more detail below.

Fig.3.1 Site Location Plan



Channel View Estate

- 3.3 The existing Channel View estate, which is the primary focus of the redevelopment proposals, is a 1970s housing estate. The estate comprises primarily of 2 storey, brick-built, terraced housing and flats constructed around a series of courtyards/open spaces which lie between Channel View Road and The Marl public open space. The estate also includes a 14 storey, elderly-persons tower-block which lies to the west of Channel View Road. Much of the estate is owned by Cardiff Council, however there are a number of privately owned dwellings dispersed within it.

The Marl

- 3.4 The area of the Marl park included within the Site lies to the east and north of the Channel View Estate. It includes an existing rugby pitch and football pitch, as well as areas of informal scrub. The parkland has primarily been included within the red-line boundary to facilitate significant regeneration and upgrade work to the Marl which as detailed elsewhere in this statement, however an area of the south-western boundary of the Marl will be rationalised to facilitate footpath and cycle links as well as new development.

South Clive Street/Ferry Road Links

- 3.5 In two locations the Site boundary extends to the west to include the land required to deliver sustainable travel links. This encompasses three properties on South Clive Street and an area of Ferry Road Park to provide an intended footpath/cycle link to Ferry Road, and the Channel View flats and a further three properties on South Clive Street to provide a bus, cycle and pedestrian link to South Clive Street.

Parking Areas on Channel View Road

- 3.6 To the north of the main Site the red-line encompasses two small parcels of land to the east of Channel View Road to facilitate the provision of off-street parking for existing residents.

SITE CONTEXT

- 3.7 For its most part the western boundary of the Site runs along the eastern-edge of Channel View Road. The western boundary of the Site will therefore be defined by the two-storey, primarily semi-detached, mid 20th century houses to be retained on the opposite side of Channel View Road.
- 3.8 The southern boundary of the site adjoins existing residential properties along Seager Drive/Constants Close/Chatterton Square, which form part of a wider residential estate built in the late 20th century. The estate is relatively high density and comprises of a mixture of brick-finished houses and flats varying between 2 and 4 storeys in height. The estate presents a varied frontage to the Site. To the east, and for the extent of its frontage to Channel View Road, it presents a series of gable-ends of 2 storey dwellings and 3/4 storey apartment blocks, separated from the Site by brick walls and close-boarded fences save for where a pedestrian link is provided through to Constants Close. To the west, where the estate abuts the boundary of Channel View Flats, it presents the rear garden boundaries of terraced housing within Chatterton Square.
- 3.9 The northern boundary of the Site extends to the north the existing footpath which dissects the Marl east-west and links Channel View Road at its junction with Beecher Avenue to the Sand Wharf development on the river front. This area of The Marl is included within the red-line in order to facilitate potential improvement/relocation of sports pitches within this area.
- 3.10 The Site's eastern boundary follows the edge of the cycleway/footway which runs along the River Taff, stepping away from the river as it circumnavigates the Sand Wharf development, a series of 3no. 5/6 storey brick and render-finished apartment blocks designed and built at the start of the 21st Century.

DESCRIPTION OF DEVELOPMENT

3.11 The application seeks Hybrid planning permission for the following development:

“Hybrid planning application for mixed-use development. Outline planning permission is sought for: The redevelopment and extension of part of the existing Channel View Estate to provide up to 321 residential apartments and houses (Use Class C3), 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 planning permission is sought for a first phase of development comprising of new tower blocks (8-12 storeys) providing 79 elderly-persons (over 55s) accommodation units, a 115sq.m community cafe, communal gardens incorporating allotments and picnic areas, landscaping, drainage infrastructure, footpaths, roads, parking and associated works.”

Outline Application

3.12 Outline planning permission (with all matters reserved for future consideration) is sought for the following elements of the proposed development:

- The redevelopment and extension of part of the existing Channel View Estate to provide up to 321 residential apartments and houses (Use Class C3), 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
- Associated works

Masterplanning Principles

3.13 The above elements of the outline application have been developed around a series of key principles and concepts. These are detailed in the suite of plans and documents which accompany the application, and have been drawn together into an overarching masterplan for the development of the site.

3.14 The following key principles and concepts should be read in conjunction with the annotated masterplan at Fig 3.2 below:

1. Main Avenue – In line with the vision established within the early masterplan work, the width of Channel View Road will be increased to help improve vehicle and pedestrian connectivity through the site. This road has been sized appropriately to accommodate the bus service currently serving the neighbourhood. The avenue will be created through the use of tree lined green verges and transitional green spaces, acting as key wayfinding route Main Avenue: The continuation and redevelopment of Channel View Road as a tree lined ‘avenue’ to structure the development.
2. Main Square – The central main square will act as the principle transport hub for the site. It is positioned at the intersection between existing and proposed movement routes, incorporating the main spine road, link road to the destination space and pedestrian / cycle route to Windsor Quay. It is the intention that the main bus stop for the site will be located here, to reflect the importance of the space. The Main Square is also location for the potential shop, benefiting from the increase footfall in this area.
3. Destination Space – The early masterplan work established the principle of a destination space for the Marl. This has been retained and developed further through the design collaboration process. This space would be seen as feature space for use by the residents, but also the wider community who would travel to this point to enjoy the natural setting and view across the bay. It sits as the midpoint of the new pedestrian / cycle route linking the 3 parks of Hamadryad, The Marl and Grangemoor as well as the intersection with the Taff Trail, so would be a key node in active travel. The proposals put forward a design of an urban beach, with informal seating and play. To enhance the importance of this as a space, the proposals introduce a Café / Community Hub to the ground floor of the adjacent phase 1 block, supporting the destination aspect that people would travel to use.
4. Green Streets – The proposals will create a Green Infrastructure network with a landscape strategy for ‘Living Streets’ focused on SuDS features: amenity value, drainage, biodiversity as well as informal seating a play. Street trees will ‘green’ the arrival and create a strong landscape character to the Main Avenue. Principle and incidental public open spaces contribute to legibility and character along this main route through the site The grain of the proposed development extends through to the ‘The Marl’, ‘pulling’ the green space and its influence into the development. This will create more user friendly and intimate green nodes within the development, offsetting the loss of open space to the Marl. Living streets are a key element of the biophilic design approach designed to bring green space through the development from the Marl, providing access to nature and space for SuDS, play and outdoor social interaction. These are pedestrian focused environments with direct access to the Marl and connecting the estate with the wider neighbourhood. The linear connections between the Marl and Channel View Road will draw green space through the estate, creating a sense of place for the neighbourhood and the wider community. Structure planting along roads and junctions would be provided to incorporate a mixture of evergreen and deciduous, robust and low-maintenance shrubs. Architectural foliage would be provided to carry the design theme of the Marl into the development. Amenity around the proposed buildings would incorporate a mixture of shrubs, herbaceous plants and

grasses. A colour pallet would be established to reflect the orientation of the proposed buildings. Focal/ feature plants to be provided as appropriate. Rain gardens within and around the development would incorporate features for play, boulders/ steppingstones, landform, 'bridges', and a variety of planting. Information boards could be positioned within the rain gardens throughout the site. Specimen shrubs within rain gardens could include hazel coppice and/or other cobnuts and filberts. Other species could include golden-twig dogwood and Siberian dogwood for rich yellow and red stems during the winter months

5. Park Edge Shared Surfaces – These informal streets will provide access and servicing to the dwellings adjacent and fronting onto the park. This is an important edge and the transition from park to development has been carefully considered. These shared surface streets will be informal in character, with the priority given to the pedestrian. Localised buildouts and street narrowing has been encouraged to reduce the impact of hardstanding on the landscape setting. These streets will also be enhanced by the use of permeable green frontages to properties, SuDs and rain gardens and informal localised play.
6. Shared Communal Gardens – The scheme proposes the use of private, shared communal gardens for the flats with pedestrian, visual and landscape link to the Marl. This allows a collectively larger area of open space to be shared amongst residents than providing individual spaces per block. The added benefit of this is that it widens the sense of neighbourly community, by providing a space that can be congregated by different people from various blocks and tenures, providing opportunities for social interaction which is an extremely important health and wellbeing benefit. Each development block promotes flexible block typologies, allowing the masterplan to alter as the site and construction progress and allows changing typologies to be plotted depending on need and market conditions. Active frontages to both outside edges and inner courtyards for increased surveillance and security. The Communal Gardens are designed to offer outdoor amenity space specifically for residents living within the adjacent flats. The spaces extend components of green infrastructure into the development offering a visual connection with nature for all residents of the estate. Rain gardens extending into these spaces will add to the amenity value and biodiversity of the spaces. Each garden will include spaces which encourage outdoor social interaction with different spaces for growing vegetables and fruit.
7. South Clive Street Link – The masterplan proposes a new vehicular connection onto South Clive Street, linking the two communities. This provides an important through route for the site, removing the historic cul-de-sac arrangement of Channel View estate. It is proposed that this road would provide single way access for the bus, access through which would be controlled to prevent its use by general highway traffic, as well as two way pedestrian and cycle movement. It is proposed that the bus-route would either be shared surface, or would include pedestrian footways, to facilitate its use by pedestrians/cyclists. This is anticipated to entail the demolition of 1 property on South Clive Street. The works would also include the reinstatement of the boundaries of retained properties.
8. Ferry Road Link – A pedestrian / cycle link is proposed from South Clive Street, on the axis of Beecher Avenue, to Ferry Road. This important connection provides the new route

connecting the 3 local parks, as well as the only direct cycle route connecting the Taff and Ely river trails. This is expected to entail the demolition of 2 properties on South Clive Street and the construction of a hard-surfaced shared footpath/cycleway linking South Clive Street at its junction with Beecher Avenue to Ferry Road, through Ferry Road Park. The precise route and detailed design of the footpath/cycleway will be subject to the further work at reserved matters stage and will be influenced by consideration for the amenity of the neighbouring residents, the existing trees within Ferry Road Park, and the usability/desirability of the route itself. The works would also include the reinstatement of the boundaries of retained properties.

9. Lower Marl and Rugby Pitch – The lower Marl, directly adjacent to the built elements of the masterplan currently contains a rugby pitch, historically used by the CIACs rugby team. It is proposed that the rugby pitch will be re-orientated and upgraded. The Marl would include a range of landscape features, elements and structures, focusing on planting and grassland types. Trees would be positioned in avenues to reinforce the vistas from within the development and out into the Marl, and back into the development from within the Marl. Drainage features would also be provided within the Marl to add to amenity and biodiversity value. These would include planting, specimen shrubs and information boards. Tree planting species associated with SuDS features would include Honey Locust (*Gleditsia triacanthos* Draves Street Keeper) and Spaeth Alder (*Alnus spaethii*). The trees would be positioned in rows to provide those vistas. Prominent trees would include Purple Norway Maple (*Acer platanoides* ‘Crimson King’), London Plane (*Platanus x hispanica*), Oak (*Quercus robur*), Field Maple (*Acer campestre*) and Small-leaved Lime (*Tilia cordata*). Trees would also be positioned at nodes / entry points into the Marl, and to provide an ‘end feature’ of the vistas which extend outwards from the development. Species could include visually distinct species such as Wild Cherry (*Prunus avium*), Crab Apple (*Malus sylvestris*), and Sweetgum (*Liquidambar* sp.).
10. Upper Marl Improvement Works – It is proposed that this area of the Marl will be reserved for park improvement works, including upgrading of playing pitches and drainage. In doing so, some playing pitches could be moved and or re-orientated.
11. Phase 1 – Phase 1 is located on the South East of the site, directly adjacent to the river and southern Marl boundary. This location also is the most suitable for phasing and demolition of the existing estate, to allow existing residents to move into the new development. The orientation and block design has been considered to maximise the location and is connection to the natural setting.
12. Phase 1 Green Link – Separating the two phase 1 blocks is a green transition space which will be used as a link from the Taff trail to the development. This is also broadly in the location of the wreck of the Louisa ship, which provides a suitable location for potential art or sign installation.
13. Potential Footbridge Connection – The masterplan allows for the potential of a new pedestrian footbridge over the river Taff to Hamadryad Park. This is part of the wider aspirations for the site and is being brought forward under a separate application.

Fig 3.2: Annotated Masterplan



Scale and Massing

3.15 The development blocks for which Outline planning permission is sought are anticipated to range between 2 and 6 storeys in height, responding to design, amenity, legibility, density and other considerations. A copy of the scale and massing plan is included at Fig 3.3 overleaf

Fig 3.3 Scale and Massing



Full Application

- 3.16 Full planning permission is sought for a first of development, comprising of the following:
- Two tower blocks (8-12 storeys) providing 79 elderly-persons (over 55s) accommodation units, a 115sq.m community cafe, communal gardens incorporating allotments and picnic areas, landscaping, drainage infrastructure, footpaths, roads, parking and associated works.
- 3.17 Phase 1 proposes two blocks of community living, residential accommodation for over 55's residents. The larger of the blocks, Block A (8-12 storeys) has been designed as a main Hub building, providing all the main community facilities to be shared across both blocks. The smaller block, Block B (8 storeys) is a satellite building for more independent living, with some of its own separate communal facilities. The blocks cater for a range of shared communal facilities as follows:
- Lower and upper floor community lounges
 - Health Suite
 - Laundrette
 - Guest Suite
 - Roof Terrace Gardens
 - Courtyard Gardens

- Secure Electric Buggy Parking
- Secure Cycle Parking
- Secure Bin Storage
- Managers Office
- Staff Room and Facilities

- 3.18 Both blocks have been designed in the same architectural style, reflecting the River Frontage character parameter established in the outline masterplan. This style reflects the residential setting of the future phases, however particular attention has been paid to the individual tower blocks. The towers have been positioned to maximise the potential on this part of the site for views out across the Bay and the Marl. These buildings will therefore be viewed externally from quite a distance on the Cardiff skyline. As such, the architectural detailing will need to be bold enough to be read from this distance, whilst maintaining the residential proportion. The use of contrasting materials to express key building components and linking elements, such as the main cores, balconies and windows, has been used to achieve this.
- 3.19 The blocks propose a simple base material palette, where brick has been used as the primary material. This has been specified for its robustness and low future maintenance, however also references the surrounding housing stock in the area. Contrasting brick tones are also used to define the towers as key elements, with the lower elements and plinth using a darker red/brown brick with the towers specifying a lighter buff / white. Brick detailing in the form of projecting header courses has been used to delineate floors and link elements, providing architectural interest. Secondary detail materials have also been proposed, to define key architectural elements. Green Living Walls have been used to highlight the main access cores of the building, whilst giving a striking architectural feature to the skyline. Green Living Screen have also been proposed for the deck access walkways, to provide screening and interest to these 'streets in the sky', providing the residents with an intimate connection to landscape, drawing on the Biophilic Living principles and the vision for the development as a whole, to integrate the park into the development, both horizontally and vertically. A contrasting cladding panel, Equitone Linea or similar, has also been detailed to provide the linking elements to express larger opening proportions, define balconies and express key corners. Powder coated aluminium railings have also been specified to balconies and deck access walkways providing a robust solution that allows the transparency to compliment the green elements of the buildings.
- 3.20 The gardens for the over 55s are provided at ground level and as rooftop terraces at the floor 5. They will be communal spaces with areas for growing vegetables, planting, sitting and social interaction with other residents. Hedge planting within the courtyard would provide footpath route delineation and to enclose the growing space. Low-level shrub planting / SuDS features would include a variety of shrubs, herbaceous plants and grasses. Sensory planting would be provided where possible throughout.

PROGRAMME AND PHASING

- 3.21 It is anticipated that work on site will commence in 2021 and be completed in 2033 (a total programme of circa 144 months). Demolition and construction work will be undertaken on a phased basis, staggered to ensure a sequential process of demolition and construction, and having careful regard to the following requirements:
- Minimising disruption to existing residents as much as practicable.
 - Ensuring that as many residents as possible are offered the opportunity to relocate within the development without the need for an intervening relocation.
 - The requirement for the new build phases to tie-in with existing infrastructure.
 - Ensuring no unacceptable amenity conflict between existing and new build dwellings during the phase construction works.
- 3.22 A phasing schedule is identified at Fig 3.4 below, which should be read in conjunction with the phasing plans at Appendix within the Design and Access Statement. Please note that improvement works to The Marl public open space will also take place in parallel with the redevelopment works, however the timing of these remains to be confirmed and so these are not included in the schedule.
- 3.23 All existing properties within the Demolition Phases A and B areas are either owned by Cardiff Council, or Cardiff Council are contracted to purchase. All these properties are therefore proposed for demolition. It should be noted however that, for Demolition Phases C to F, there remain a number of privately-owned properties. Cardiff Council are seeking to negotiate the purchase these remaining privately owned properties however, the masterplan has been developed in a manner which would facilitate the retention of these properties as part of the redevelopment proposals as required. Because the extent of demolition on the later phases is currently unknown, demolition will be dealt with via separate prior approval for demolition applications and does not form part of this application. Notwithstanding this, for reference, the demolition phasing has been included within the phasing schedule.

Fig 3.4 Phasing Schedule

Programme	Phase	Works
Summer 2021	Demolition Phase A	Demolition of 35 dwellings, comprising of 19 houses and 16 flats. The following properties are within Demolition Phase A: 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287 Channel View Road.
Late 2021 – Late 2023	Build Phase 1	Construction of 80 no. over 55s flats, A3 commercial unit, associated green space, drainage,

		parking and highways infrastructure.
Late 2023	Demolition Phase B	Demolition of 83 dwellings, comprising of 79 no. over 55s flats and 4 houses. The following properties are within Demolition Phase B: Channel View Flats, and 121 South Clive Street.
Late 2023 – Summer 2025	Build Phase 2	Construction of circa 20 dwellings and associated green space, drainage, parking and highways infrastructure. Provision of new bus, cycle and pedestrian link between Channel View Road and South Clive Street.
Summer 2025	Demolition Phase C	Demolition of up to 3 houses. The following properties are located within Demolition Phase C: 213, 215, 217 Channel View Road.
Summer 2025 – Summer 2027	Build Phase 3	Construction of circa 81 dwellings, potential A1 retail unit, associated green space, drainage, parking and highways infrastructure.
Summer 2027	Demolition Phase D	Demolition of up to 27 dwellings, comprising of 13 houses and 14 flats. The following properties are located within Demolition Phase D: 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197 Channel View Road.
Summer 2027 – Late 2029	Build Phase 4	Construction of circa 88 dwellings and associated green space, drainage, parking and highways infrastructure.
Late 2029	Demolition Phase E	Demolition of up to 19 dwellings, comprising of 9 houses and 10 flats. The following properties are located within Demolition Phase E: 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143 Channel View Road.

Late 2029 – Late 2031	Build Phase 5	Construction of circa 48 dwellings and associated green space, drainage, parking and highways infrastructure.
Late 2031	Demolition Phase F	<p>Demolition of up to 21 dwellings, comprising of 11 houses and 10 flats.</p> <p>The following properties are located within Demolition Phase F: 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105 Channel View Road, and 58, 60 South Clive Street</p>
Late 2031 – Early 2033	Build Phase 6	Construction of circa 40 dwellings and associated green space, drainage, parking and highways infrastructure. Provision of new cycle and pedestrian link between South Clive Street and Ferry Road.

CONSIDERATION OF ALTERNATIVES

3.24 The EIA Regulations 2017 (Schedule 4(2)) requires an Environmental Statement to include:

“A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.”

3.25 Furthermore, EIA guidance advises that it is good practice to consider the environmental implications for a site in the eventuality that the development does not come forward (i.e. the ‘do nothing’ scenario). This section considers the environmental effects of reasonable alternatives, including the ‘do nothing’ scenario.

No Development

3.26 Cardiff Council’s primary objectives in the promotion of the proposed development include:

- The replacement of dated housing stock with new homes which are designed for modern living and to contemporary, environmentally efficient, standards.
- A scheme which better responds to its parkland setting, providing a positive frontage to, and natural surveillance of, the park as a means of discouraging anti-social behaviour and encouraging its use by residents as well as the wider public.
- Making best use of the land to both contribute towards the sustainability agenda and generate additional funding for Cardiff Council to contribute towards the delivery of a new pedestrian and cycle bridge over the River Taff.

3.27 In the do nothing scenario, these three key objectives would not be achieved, and the associated environmental, sustainable travel and placemaking benefits would not be realised.

3.28 Other benefits which would not be realised include:

- Placemaking: The scheme would deliver significant placemaking benefits including:
 - Development blocks with a positive interaction with the public realm/streetscape.
 - A development of the highest quality design and materials
 - Public realm improvements including shared-surfacing and street-planting.
- Semi-Private Open Space: The development would deliver new open space within the development blocks which would provide semi-private open space for residents???
- Transport: The scheme would deliver significant sustainable transport benefits, including:
 - A new bus/cycle/pedestrian link to between the site and the southern end of South Clive Street.
 - A new cycle/pedestrian link between South Clive Street and Ferry Road, through Ferry Road Park.
 - Improved pedestrian and cycle links through the Marl, integrating with the potential future pedestrian/cycle bridge across the River Taff.

- The generation of funding towards the delivery the potential future pedestrian/cycle bridge across the River Taff.

- 3.29 In the absence of development taking place, the Site would continue to function as existing residential housing and apartments and associated highway/footpaths together with areas of open space/sports pitches.
- 3.30 Given the identified environmental benefits of the development it is concluded that environmental impacts of a 'no development scenario' would be significantly adverse when compared with the implementation of the proposed development.

Alternative Locations

- 3.31 With regard the requirement for the Environmental Statement to describe reasonable alternatives, Paragraph 83 of Welsh Office Circular 11/99 clarifies that *"Where alternative approaches to development have been considered, Paragraph 2 of Part II of Schedule 4 now requires the developer to include in the ES an outline of the main ones, and the main reasons for his choice. Although the Directive and the Regulations do not expressly require the developer to study alternatives, the nature of certain developments and their location may make the consideration of alternative sites a material consideration. In such cases, the ES must record this consideration of alternative sites"*.
- 3.32 In this instance, as identified in para 3.26 above, the Proposed Development specifically seeks to replace the dated housing stock on the site with modern housing as well as realise other localised benefits. As such, no alternative locations have been considered for the Proposed Development.

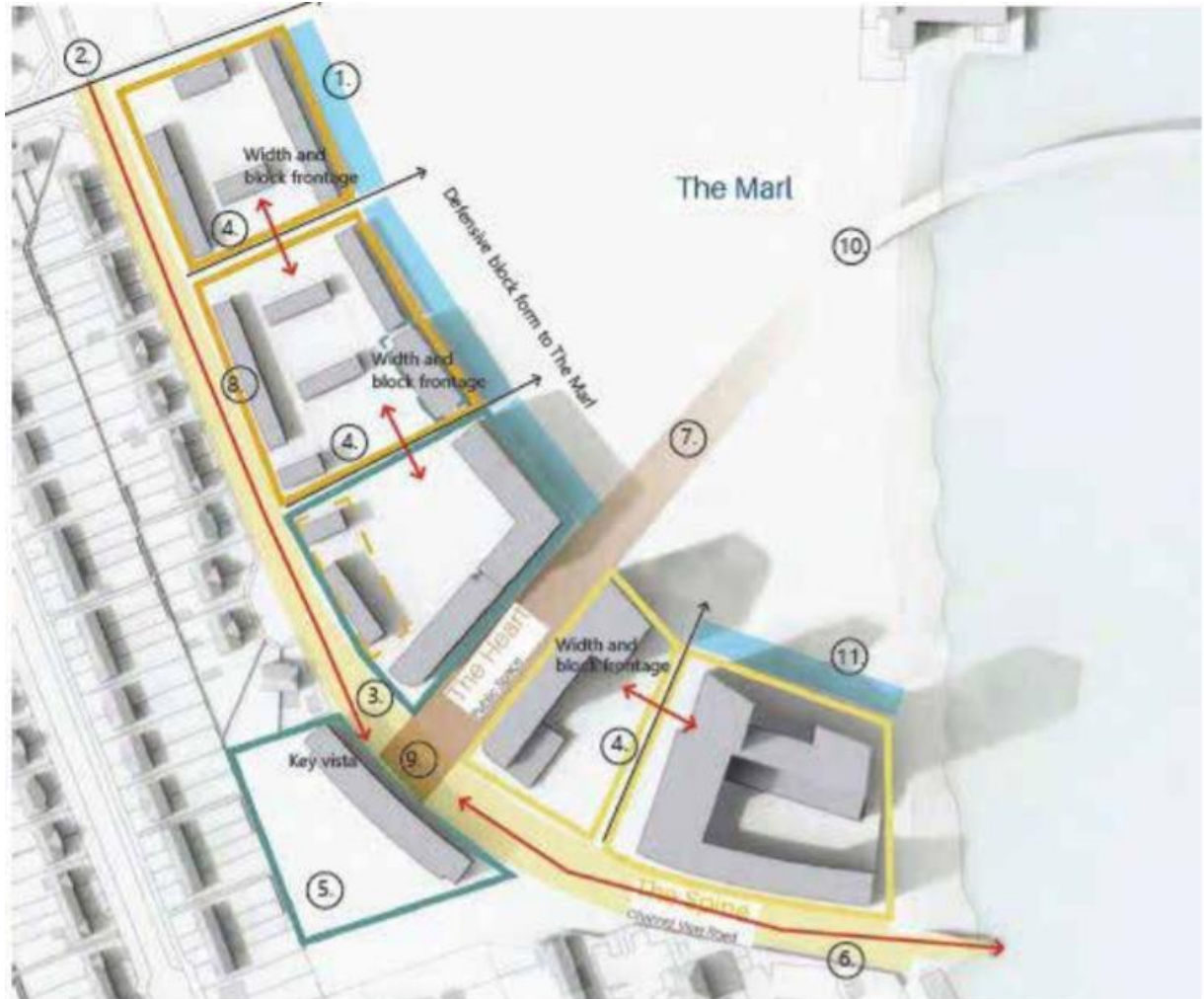
Alternative Uses

- 3.33 As per the consideration of alternative locations, a primary objective of the Proposed Development is the replacement of existing housing stock with comparable accommodation, as well as use the opportunity to make best of the land through the provision of additional residential units. As such, no alternative uses have been considered for the Proposed Development.

Alternative Designs/Design Evolution

- 3.34 The design process for Channel View Regeneration has taken place over several years and has followed the circular approach advocated within TAN 12: Design of 'Appraising Policy context – Vision – Appraisal – Assessing Design Issues – Detailed Design'. The proposals have evolved through discussions with Cardiff Council, and with reference to its LDP and Residential Design Guide. They have also been refined through discussions with other stakeholders including DCFW and through public consultation.
- 3.35 April 2018: An initial feasibility report was prepared by Austin Smith Lord Architects, which established some of the early principles for the site, including the potential for a pedestrian footbridge over the River Taff.

Fig 3.5 ASL Masterplan – April 2018



3.36 2019: Following a review of the ASL feasibility masterplan, Cardiff Council Placemaking Team carried out a review of the site and developed the masterplan further. This introduced some additional key principles into the site such as the green avenue to Channel View Road, central square and park destination space. This also established the principle of using some of the existing park land for the development, however offsetting this with internal POS for the use by residents.

Fig 3.6 Cardiff Placemaking Masterplan - 2019



- 3.37 April 2020: Following the appointment of a new design team to take the scheme forward, Powell Dobson carried out an extensive review of the previous prepared masterplan information and put forward a new vision for the site. This focused on the same key design principles of the green avenue to Channel View Road, central square and park destination space, however strengthening the urban green connectivity through the use of shared living streets throughout the development and the park edge. There was also a focus on the wider city connectivity, with the introduction of connections through to South Clive Street for Channel View Road and from Beecher Avenue to Ferry Road. The later forming a strategic cycle / footpath connection between the Taff and the Ely river trails, linking the 3 parks of Hamadryad, The Marl and Grangemoor.

Fig 3.7 Powell Dobson Masterplan – April 2020



- 3.38 June 2020: Following consultation with Cardiff Council Placemaking and Urban Design Teams as well as public consultation and other stakeholder feedback the masterplan went through another round of design development. The initial masterplan proposals were well received and the focus of these changes were around improving physical and visual connectivity with the park and river. A focus was also placed on the sustainable future of the community and the benefits of Biophillic Living, with the introduction of formal and informal green spaces in close proximity to the dwellings. This included the use of shared communal gardens for some development blocks.

Fig 3.8 Powell Dobson Masterplan – June 2020

