

Pre-Application Enquiry


Channel View, Cardiff

May 2020

amity

planning consultants



| Overview | |
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| Client | This pre-application enquiry is submitted on behalf of Cardiff Council. |
| Scope | The enquiry seeks the Local Planning Authority's feedback on land-use planning considerations, specific technical matters, and scope of supporting work (as detailed later in the document) only. Other matters, including a concept masterplan, will be the subject of separate submissions. |
| Context | The matters raised within the enquiry have been informed by: <ul style="list-style-type: none"> • The EIA Scoping Opinion (ref; RJC/SC/19/00015/MJR) dated 6th January 2020. • Correspondence and dialogue with the LPA and consultees. |
| Supporting Documents | The enquiry is accompanied by the following: <ul style="list-style-type: none"> • This Pre-Application Enquiry Report • A red-line plan • TVIA Scoping Report |
| Site Details | |
| Site Location | Land at Channel View, Cardiff |
| Site Location Plan |  |
| Site Description | The site lies within the Grangetown ward of Cardiff. It comprises of an area of the existing Channel View housing estate, and associated highway, together with part of the neighbouring Channel View Park known as 'The Marl'. The site also encompasses a limited number of properties and highway on South Clive Street and Beecher Avenue. |

| Development Proposals | |
|--------------------------|---|
| The Scheme | <p>The development comprises of the following proposals:</p> <ul style="list-style-type: none"> • The demolition of a number of existing houses and apartments on the site, including an elderly-person tower block. • The redevelopment of the site to provide up to 400 new dwellings together with an ancillary community café and potential convenience store. These would comprise of a mix of both market and affordable houses and apartments, including a replacement elderly-persons tower block. • The provision of new and upgraded highway and footpath/cycleway infrastructure. • The provision and new and enhanced open space/play space. • The creation of a new vehicular/bus/cycle/pedestrian link from Channel View to the southern end of South Clive Street (including the associated demolition of existing properties on South Clive Street). • The creation of a new pedestrian/cycle link from South Clive Street through Ferry Road Park and to Ferry Road beyond (including the associated demolition of existing properties on South Clive Street). |
| The Concept | <p>A concept masterplan is in the process of being prepared for the scheme, which will be subject to a separate submission.</p> <p>As a point of land-use planning principle however, whilst the proposed residential development would, for the most part, be located within the confines of the existing residential estate an element of the proposed residential development and associated highway infrastructure would encroach into a small area of the existing Channel View park.</p> |
| The Application | <p>It is proposed to promote a hybrid application of the site. This would comprise a full application for a first phase of development at the south-east of the site including a proposed replacement elderly persons tower-block and a general residential apartment block, together with an outline application for the remainder of the development.</p> <p>The development proposals have previously been subject to an EIA Screening Opinion (reference RJC/SC/19/00015/MJR) which confirmed that the scheme represented EIA Development. This is discussed in more detail later.</p> |
| Relevant Planning Policy | |
| Development Plan | <p>The Development Plan for the area comprises:</p> <ul style="list-style-type: none"> • Cardiff Local Development Plan 2006 – 2026 (adopted January 2016) <p>The site is subject to the following designations within the adopted Local Development Plan:</p> <ul style="list-style-type: none"> • The site lies entirely within the settlement boundary of Cardiff (KP3.B) • Part of the site is designated as a River Corridor (EN3) |

Fig.2 LDP Proposals Map extract



The following key Local Development Plan policies are particularly relevant to this enquiry:

EN4: River Corridors

The Natural Heritage, character and other key features of Cardiff's river corridors will be protected, promoted and enhanced, together with facilitating sustainable access and recreation.

C4: Protection of Open Space

Development will not be permitted on areas of open space unless:

- i. It would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and*
- ii. The open space has no significant functional or amenity value; and*
- iii. The open space is of no significant quality; or*
- iv. The developers make satisfactory compensatory provision; and, in all cases;*
- v. The open space has no significant nature or historic conservation importance.*

Flood Risk

The vast majority of the site is identified as Zone B (Areas known to have flooded in the past) however small areas of the site are identified as Zone C1 (Served by significant infrastructure, including flood defences).

Fig 3. DAM Map



Request to LPA

Land Use Planning

In accord with Section 38(6) of the Planning and Compulsory Purchase Act 2004, development must be carried out in accordance with the development plan (in this case the adopted Cardiff Local Development Plan) unless material considerations indicate otherwise.

In this instance the vast majority of site comprises of previously developed residential land within the settlement boundary of Cardiff, which is otherwise unallocated within the adopted LDP. There is a policy presumption in favour of residential development for these areas of the site.

Part of the development site extends into 'The Marl', which is part of a designated River Corridor (LDP Policy EN4 applies) and also represents existing Open Space for the purposes of LDP Policy C4.

LDP Policy C4 seeks to prevent development on areas of existing Open Space unless it can be evidenced that:

- i. It would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and
- ii. The open space has no significant functional or amenity value; and
- iii. The open space is of no significant quality; or
- iv. The developers make satisfactory compensatory provision; and, in all cases;
- v. The open space has no significant nature or historic conservation importance.

In addition, LDP Policy EN4 requires the protection, promotion and enhancement of the Natural Heritage, character and other key features of Cardiff's river corridors, together with facilitating sustainable access and recreation.

The latest open space study for Cardiff is the Cardiff Open Space Assessment 2017. The Assessment identifies an existing overall deficiency in Recreational Open Space provision within the local authority area and, more specially, the Grangetown ward, when considered against Fields In Trust standards.

The study identifies a breakdown of existing Open Space provision within the ward as follows:

| Category | Grangetown |
|-----------------|------------|
| Amenity | 54.26 |
| Children's Play | 0.48 |
| Education | 1.22 |
| Formal | 6.14 |
| Informal | 7.99 |
| Urban Spaces | 0.00 |
| Water | 94.85 |
| Grand Total | 164.94 |

The study map identifies the following provision within the Marl:



It will be demonstrated as part of the planning application that:

- The proposed residential development would encroach slightly into Amenity Functional ANG/Informal Open Space within the Marl.
- The proposed enhanced footpath/cycle links within the park would likely result in the loss of an area of Formal Open Space (in the form of a football pitch)
- Previous incidents of anti-social behaviour in the southern section of The Marl have led to the ad-hoc enclose of the existing Channel View Estate. This section of The Marl currently suffers from a lack of natural surveillance, and is somewhat under-utilised when compared with similar areas of Open Space within the city.
- The development proposals include significant enhancements to the existing Open Space provision within the Marl and wider area, including the provision of footpath/cycle links. It is anticipated that the development will also contribute to the provision/enhancement of recreation open space, including children's play space provision.
- A development which fronts The Marl will significantly improve natural surveillance of the open space.

The evidence will demonstrate that, whilst the proposals would involve development on area of existing open space, the provision of high-quality, compensatory provision of open space of which there is a greater shortfall within the ward, together with wider enhancements of existing open space provision, will ensure that the scheme complies with LDP Policies C4 and EN4.

Further to initial dialogue with the LPA, it is proposed that these land-use planning considerations will be addressed within a comprehensive Planning Statement, as opposed to the Environmental Statement.

The enquiry seeks the LPA's views on the above approach to land use planning matters.

Environmental Statement
 The development proposals have previously been subject to EIA Screening and Scoping Opinions (reference RJC/SC/19/00015/MJR) which confirmed that the scheme represented EIA Development, and provided a scope for the proposed Environmental Statement. Since the Scoping Opinion was provided the development proposals have evolved, and most notably now exclude the proposed pedestrian footbridge across the River Taff. The impact of the exclusion of the pedestrian bridge upon the scope of the Environmental Statement has been subject to subsequent dialogue with the LPA however we wish to firm-up on this as part of the pre-application process.

The ongoing impact of Covid-19 also has implications for the Environmental Statement not envisaged at the time of the drafting of the Scoping Opinion. As a result of significantly reduced vehicular movements it is not currently possible to undertake traffic surveys that will provide results that reflect typical conditions to inform the Transport Statement a situation which will likely continue for the foreseeable future. It is consequently proposed by Cambria Consulting to progress the Transport Statement and associated ES Chapter using Traffic data sourced from the, traffic survey company databases, local highway authority and other data sources that are already in the public domain. Only traffic data collected within the most recent five years will be used. Appropriate growth factors (TEMPRO) will be applied to convert traffic data to a common baseline year.

WYG will progress the Air Quality Assessment and associated ES Chapter on the basis of the usual traffic data obtained from DoT's Road Traffic Statistics Manual Count Points in addition to the above traffic data.

The following revised scope for the Environmental Statement is proposed:

| Technical ES Chapter | Informed By |
|-----------------------------|---|
| Townscape and Visual Impact | Townscape and Visual Impact Assessment |
| | Townscape Visually Verified Views |
| Traffic and Transportation | Transport Assessment |
| | Transport Implementation Strategy |
| | Travel Plan |
| Air Quality | Air Quality Assessment |
| | Traffic Flow Data (latest complete year) |
| | Meteorological Data |
| Ecology | Phase 1 Habitat Survey (inc. building inspection survey for bats) |
| | Targeted Species Surveys (as required) |
| Landscape and Arboriculture | Soil Resource Survey |
| | Soil Resource Plan |
| | Tree Survey |
| | Tree Constraints Plan |
| | Tree Protection Plan |

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|-----------------------|-------------------------------|
| | |
| Contamination | Site Investigation Report |
| | |
| Flooding and Drainage | Flood Consequences Assessment |
| | Drainage Strategy |
| | |
| Utilities and Energy | GPR Scan |
| | Services Appraisal |

We would consequently request confirmation from the LPA of the following changes to the scope of the Environmental Statement from the previous EIA Scoping Opinion:

- Exclusion of consideration of matters relating to a Marine Licence/Flood Risk Activity Permit, as a result of the removal of the bridge from the development proposals.
- Exclusion of Heritage ES Chapter, as a result of the removal of the pedestrian bridge from the development proposals. This will instead be addressed by way of a standalone, desk-based assessment.
- Exclusion of Water Framework Directive, as a result of the removal of the pedestrian bridge from the development proposals.
- Incorporation of Design into the Townscape and Visual Impact ES Chapter
- Progression of the Transport Assessment and associated ES Chapter on the basis of the available traffic data from surveys undertaken within the most recent five years.
- Progression of the Air Quality Assessment on the basis of the usual baseline traffic data obtained from the DoT's Road Traffic Statistics Manual Count Points in the area in addition to the above traffic data.

Townscape and Visual Impact Assessment

A TVIA Scoping Report is enclosed for the LPA's consideration and feedback is requested and on the TVIA viewpoints and the proposed methodology.

Supporting Work

In addition to the Environmental Statement and associated technical appendices detailed above, it is proposed that the application will be accompanied by the following plans and documents:

- OS Red-line Plan
- Masterplan, encompassing scale parameters and landscape strategy (for Outline application)
- Full suite of architectural plans (for Phase 1 full application)
- Topographical survey
- Design and Access Statement
- Planning Statement
- PAC Report
- Heritage Statement

The LPA's confirmation of the identified scope of supporting work is requested.

Development
Proposals

As identified above, the development comprises of the following proposals:

- The demolition of a number of existing houses and apartments on the site, including an elderly-person tower block.
- The redevelopment of the site to provide up to 400 new dwellings together with an ancillary community café and potential convenience store. These would comprise of a mix of both market and affordable houses and apartments, including a replacement elderly-persons tower block.
- The provision of new and upgraded highway and footpath/cycleway infrastructure.
- The provision and new and enhanced open space/play space.
- The creation of a new vehicular/bus/cycle/pedestrian link from Channel View to the southern end of South Clive Street (including the associated demolition of existing properties on South Clive Street).
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Any initial feedback on the mix of uses proposed would be welcomed.