

**LAND AT CHANNEL VIEW, GRANGETOWN  
CARDIFF**

**ENVIRONMENTAL STATEMENT**

**VOLUME 2**

**CHAPTER 4: TOWNSCAPE AND VISUAL IMPACT ASSESSMENT**

## **INTRODUCTION**

- 4.1 Tetra Tech (formally WYG) is instructed by Cardiff Council to prepare this Townscape and Visual Impact Assessment (TVIA) which relates to the redevelopment of the site at Channel View, Grangetown, Cardiff. The TVIA has been prepared by Emma Hayes and reviewed by Lee Morris, both of whom are chartered landscape architects.
  
- 4.2 This chapter provides an assessment of the effects of the proposed development, on the townscape/landscape of the site and its context. The design of the proposed development and the identification of mitigation measures incorporated within the design to minimise adverse effects, is informed by the findings of the assessment process as it progressed. In this TVIA, effects on features identified as important to the scenic quality, or effects on the townscape character of the site and its setting are assessed. Effects on peoples' views of the site and its setting, or visual amenity, are also assessed.

## ASSESSMENT METHODOLOGY

4.3 The methodology used for assessing the landscape and visual effects is based on the recommendations in Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition, published by The Landscape Institute and the Institute of Environmental Management & Assessment in 2013 (GLVIA3). GLVIA3 defines 'Townscape' as:

...areas where the built environment is dominant. Villages, towns and cities often make important contributions as elements in wider open landscapes, but townscape means the landscape within the built-up area, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces, and the relationship between buildings and open spaces.

4.4 For clarity, in this appraisal, "townscape" is used to indicate the urban setting of the site and proposed development. The methodology used is set out in **Appendix 4.1**.

4.5 The assessment process comprises a combination of desk studies and field surveys, with subsequent analyses, and involved:

- A review of landscape designations and planning policies for the landscape, and of other landscape studies relevant to the area, including LANDMAP descriptions.
- A survey of the site, townscape context study, and inspection of views of the site from publicly accessible viewpoints, including a photographic survey. The surveys were carried out on 26 February, 23 March, and 14 September 2020 during dry weather with good visibility.
- The viewpoints used followed consultations in writing with Cardiff Council.
- Evaluation of the features and elements of the townscape and their contribution to the townscape character, context and setting, based on these studies.
- Analysis of the development proposals and consideration of potential townscape and visual effects of the proposed development.
- Assessment of the susceptibility and sensitivity of the townscape to the changes likely to arise from the development.
- Identification of the extent of theoretic visibility of the proposed development and viewers, their susceptibility and sensitivity, and view locations, supported by a viewpoint analysis.
- Consideration of the proposals and the mitigation measures to avoid, reduce or offset adverse effects.
- Assessment of magnitude of change arising from the proposal, the degree and nature of effects on the townscape and on visual amenity and their significance, with the mitigation proposals in place.

## Assessment and Mitigation

- 4.6 The effects of the development, whether beneficial or adverse, may vary in nature and degree through its lifecycle and, where feasible, mitigation measures are proposed to be incorporated in the design of the development. Where design measures cannot address identified likely adverse effects, measures such as management of the construction and operational processes or of the use of public rights of way may be proposed. The purpose of mitigation measures is first, to prevent or avoid the potentially adverse effects identified, and if that is not possible, to reduce the potential adverse effect. Where adverse effects are unavoidable, the purpose is to offset or compensate for the effect.
- 4.7 Details of the criteria for assessing townscape effects, visual effects, are set out in those respective sections.

## Weather

- 4.8 The weather is a factor affecting the assessment of, especially, visual impacts. The Met Office<sup>1</sup> publish average statistics for weather patterns for the region, monthly and annual, for maximum and minimum temperatures, days of air frost, hours of sunshine, amount of rainfall - both generally and the number of days when rainfall is above 1mm. For Cardiff, Bute Park, the nearest Climate station to where the site is located:
- Rainfall above 1mm per day, which limits visibility, occurs on an average of 148 days in the year, about 41% of the year
  - There are on average 35.7 days when air frost occurs, which can produce hazy conditions limiting visibility, about 10% of the year
  - There is an average of 1550 hours of sunshine per annum for Cardiff, more than the England SW and Wales S district average of 1520 hours.

## Guidance etc

- 4.9 In addition to GLVIA3, the Landscape Institute's Guidance Note, Visual Representation of Development Proposals, September 2019<sup>2</sup> and the Landscape Institute's Technical Information Note 05/2017 Townscape Character Assessment, Revised April 2018<sup>3</sup> were referred to.

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<sup>1</sup> The data quoted are those for Cardiff, obtained from The Met Office website:

<https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-climate-averages/gcjszmp44>

[accessed 25.02.2020]

<sup>2</sup> The Landscape Institute Guidance Note, Visual Representation of development proposals, September 2019, on LI website: <https://www.landscapeinstitute.org/visualisation/>

<sup>3</sup> <https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2018/04/tin-05-2017-townscape.pdf>

4.10 Relevant policy, landscape character assessments, and other contextual information sources were also referred to, including:

- LANDMAP assessment information and Guidance Notes.
- Policies relevant to the landscape and visual amenity in national and regional policy including Cardiff Local Development Plan 2006 – 2026, and Supplementary Planning Guidance including Tall Buildings, January 2017; Cardiff Residential Design Guide, Approved January 2017; and Cardiff Green Infrastructure, November 2017.

## **Photography**

4.11 Photographs have a special role in describing landscape character and illustrating key views. In order for photograph to be representative and to create an image that is as similar as possible to that which is seen with the human eye, the Landscape Institute (LI) advises using a lens with a focal length equivalent to 50mm for a 35mm Single Lens Reflex (SLR) camera, and a horizontal field of view of a little under 40 degrees. The camera used for the appraisal photography was a Canon EOS 5D Mark iii digital SLR camera with a full frame sensor. Photographs were taken with a focal length of 50mm, unless otherwise stated.

4.12 Landscape photography includes wide angle or panoramic views requiring a sequence of photographs to be taken across the view. Where this approach is taken, a series of overlapping photographs are digitally spliced together in PTGui Pro using a cylindrical projection to provide a panorama approximating to the normal field of view in a landscape context. Where necessary, the contrast and brightness of individual photographs is slightly manipulated in order to create a consistent panorama without visible joins.

4.13 The viewpoint locations were established using a camera mounted GPS device and verified against site survey or Ordnance Survey grid reference and height above Ordnance Datum. The viewpoint locations are shown on **Figure LA.07**.

## **Visualisations**

4.14 For each viewpoint the camera was mounted on a tripod and 360° photographs were taken. The viewpoint locations were recorded using an on-camera GPS unit. The GPS readings were plotted in GIS and fine-tuned with reference to aerial photography and LiDAR data to match accurately each photograph location. A 3d Sketchup model of the proposed development was imported into 3ds Max software and georeferenced, with the base level of the proposed development blocks located at existing ground levels. The viewpoint locations were set up in this model and the wireline views were generated for each viewpoint. Each existing view and Type 3 visualisation view are presented in a cylindrical projection with a

horizontal field of view of 90° to show the proposed development in its context, with the images presented as per the latest Landscape Institute guidance<sup>4</sup>.

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<sup>4</sup> The Landscape Institute Guidance Note, Visualisation of development, September 2019, on LI website: <https://www.landscapeinstitute.org/visualisation/>

## LEGISLATIVE AND POLICY CONTEXT

### National Policy

*Future Wales: The National Plan 2040*

- 4.15 Future Wales sets out the development plan for Wales, influencing “all levels of the planning system in Wales and will help shape Strategic and Local Development Plans.”<sup>5</sup> The plan promotes development that enhances our wellbeing and our quality of life”<sup>6</sup> and embeds the principles of the Well-being of Future Generations (Wales) Act 2015.
- 4.16 The key policies that are of relevance to the proposed development include:
- **Policy 1 – Where Wales will grow** states “The Welsh Government supports sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure. The National Growth Areas are:
    - Cardiff, Newport and the Valleys  
[...]
  - **Policy 2 – Shaping Urban Growth and regeneration – Strategic Placemaking** states “The growth and regeneration of towns and cities should positively contribute towards building sustainable places that... integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:
    - creating a rich mix of uses;  
[...]
    - integrating green infrastructure, informed by the planning authority’s Green Infrastructure Assessment.”
  - **Policy 3 – Supporting Urban Growth and Regeneration – Public Sector Leadership** states “The Welsh Government will play an active, enabling role to support the delivery of urban growth and regeneration...  
The public sector’s use of land, developments, investments and actions must build sustainable places that improve health and well-being.”
  - **Policy 9 – Resilient Ecological Networks and Green Infrastructure** aims “To ensure the... provision of green infrastructure, the Welsh Government will work with key partners to:  
[...]
  - identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key

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<sup>5</sup> <https://gov.wales/future-wales-national-plan-2040-0>

<sup>6</sup> Page 4, Future Wales The National Plan 2040

mechanism for securing sustainable growth, ecological connectivity, social equality and well-being.

... In all cases, action towards securing the maintenance and enhancement of... green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.”

- **Policy 33 – National Growth Area – Cardiff, Newport and the Valleys** states “Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region.”

### *Planning Policy Wales*

4.17 Planning Policy Wales (PPW) Edition 11, February 2021, sets out the land use planning policies of the Welsh Government. Its primary objective is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty.”<sup>7</sup>

4.18 The key policies that are of relevance to the proposed development include:

- **Chapter 2 People and Places**, paragraph 2.1 states that “Everyone engaged with or operating within the planning system in Wales must embrace the concept of placemaking... in order to achieve the creation of sustainable places and improve the well-being of communities.”

The Placemaking Wales Charter is presented and lists the six placemaking principles. Figure 4 states “Natural, historic and cultural assets must be protected, promoted, conserved and enhanced.”

Paragraph 2.17 states ... the creation of sustainable places and in recognition of the need to contribute to the well-being of future generations in Wales through placemaking, development plans and development proposals must seek to deliver developments that address the national sustainable placemaking outcomes.”

Paragraph 2.27 states “Planning authorities should ensure that social, economic, environmental and cultural benefits are considered in the decision-making process... to implement the Well-being of Future Generations Act and the Sustainable Development Principle.” A key factor is environmental considerations, which are listed as:

- “will important features of the natural and built environment be protected and enhanced;
- are the environmental impacts of development on... amenity limited to acceptable levels...;

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<sup>7</sup> Paragraph 1.2, Planning Policy Wales, Edition 11, February 2021



- is environmental protection for people and natural resources, property and infrastructure maximised and environmental risks prevented or appropriately managed; [...]
  - will the causes and impacts of climate change be fully taken into account through location, design, build, operation... [...]"
- **Chapter 3 Strategic and Spatial Choices** paragraph 3.8 states "Landscape and green infrastructure considerations are an integral part of the design process." paragraph 3.9 goes on to state "The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations." Paragraph 3.10 goes on to state "In areas recognised for their particular landscape... or historic character and value, it can be appropriate to seek to promote or reinforce local distinctiveness. In those areas, the impact of development on the existing character, the scale and siting of new development... will be particularly important." In relation to healthier places, paragraph 3.23 states "Green infrastructure can be an effective means of enhancing health and well-being, through linking dwellings, workplaces and community facilities and providing high quality, accessible green spaces." Paragraph 3.55 states "Previously developed (also referred to as brownfield) land should, wherever possible, be used in preference to greenfield sites where it is suitable for development.
- **Chapter 4 Active and Social Places**, section 4.5 recreational spaces, paragraph 4.5.1 states "Recreational spaces are vital for our health, well-being and amenity, and can contribute to an area's green infrastructure... Networks of high quality, accessible green spaces and recreation spaces will also promote nature conservation, biodiversity and provide enjoyable opportunities for residents and visitors..." Paragraph 4.5.3 states "Formal and informal open green spaces should be protected from development, particularly in urban areas where they fulfil multiple purposes."
- Paragraph 4.5.4 goes on to state "All playing fields whether owned by public, private or voluntary organisations, should be protected from development except where:
  - facilities can best be retained and enhanced through the redevelopment of a small part of the site;
  - alternative provision of equivalent community benefit is made available locally, avoiding any temporary loss of provision; [...]"
- **Chapter 6 Distinctive & Natural Places**, paragraph 6.0.2 states "The special and unique characteristics and intrinsic qualities of the natural and built environment must be protected in their own right, for historic, scenic, aesthetic and nature conservation reasons."

Section 6.2 Green infrastructure, paragraph 6.2.5 states “The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design.”

Section 6.3 Landscape, paragraph 6.3.3 states “All the landscapes of Wales are valued for their intrinsic contribution to a sense of place, and local authorities should protect and enhance their special characteristics, whilst paying due regard to the social, economic, environmental and cultural benefits they provide, and to their role in creating valued places.” Paragraph 6.3.4 goes on to state “Where adverse effects on landscape character cannot be avoided, it will be necessary to refuse planning permission.”

Section 6.6 Water and flood risk, paragraph 6.6.18 states “The provision of SuDS must be considered as an integral part of the design of new development and considered at the earliest possible stage when formulating proposals for new development.”

Paragraph 6.6.19 goes on to state “Design for multiple benefits and green infrastructure should be secured wherever possible...”

## **Technical Advice Notes**

- 4.19 Planning Policy Wales is supplemented by Technical Advice Notes (TAN), of which the key elements of relevance to the landscape and visual aspects of the development are set out below:

### *TAN 5 Nature Conservation and Planning*

- 4.20 In preparing planning applications, “all relevant information” should be included and “all material considerations addressed in the layout, design and related access, drainage and infrastructure. Landscaping proposals should be included together with any measures designed to avoid, mitigate or compensate for potential adverse effects on nature conservation. Any proposals for enhancement of nature conservation interests should also be included”.

“The conservation and enhancement of locally designated sites is an important contribution to the implementation of Biodiversity Action Plans and to the management of features of the landscape of major importance for wild flora and fauna. Developers should avoid harm to those interests where possible” (5.5.3).

### *TAN 12 Design*

- 4.21 TAN 12 advocates a holistic approach to design, to meet the objectives of good design, set out in Figure 1, which include:

- Access: Ensuring ease of access for all;
- Character: Sustaining or enhancing local character; Promoting a successful relationship between public and private space; Promoting innovative design; Promoting legible development; Promoting quality, choice and variety;
- Community Safety: Ensuring attractive, safe public spaces; Security through natural surveillance;

- Environmental Sustainability: Achieving efficient use and protection of natural resources; Enhancing biodiversity; Designing for change;
- Movement: Promoting sustainable means of travel.

4.22 “Understanding the site and its immediate and wider context is the basis for a meaningful and sustainable design response”, including appraising “character”, including landscape character, skylines and vistas, prevailing uses, natural and cultural resources and locally distinctive features (4.3 - 4.8). The TAN makes reference to the information available in LANDMAP and the Register of Landscapes of Historic Interest in Wales, in addition to detailed site appraisals. In relation to legibility and of relevance to this site, it advises concentrating on landmarks such as key buildings or landscape features, views and vistas, the coherence and connectivity of the footpath network (4.14).

4.23 At 5.5.2, the TAN recognises that “good design will almost always be dependent on working within the natural constraints and the historic character of the landscape ... The aim should be to achieve good design solutions which maximise the natural landscape assets and minimise environmental impact on the landscape. It is particularly important that proposals to amend or create new landscape are not considered as an afterthought and that the long-term impact of development on the landscape is fully understood. The quality of implementation and the long-term management of changes implicit in planting schemes are fundamental to a scheme’s success”.

4.24 Section 5.11 considers housing design and layout and sets aims for development proposals, those relevant to landscape considerations:

- create places with the needs of people in mind, which are distinctive and respect local character;
- promote layouts and design features which encourage community safety and accessibility;
- focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles.

4.25 The contribution of “high quality public realm” to a stimulating environment and as a focus for community activity is addressed in 5.14 and of public art in 5.15.

## **Local Policy**

4.26 The site lies within the boundaries of Cardiff. Local planning policy relevant to the proposed development of the site is provided by the **Cardiff Local Development Plan 2006 – 2026**, adopted January 2016. Relevant policies relating to the proposed development are outlined below.

### *Cardiff Local Development Plan 2006 - 2026*

- Key **Policy KP4: Masterplanning approach** states that “major development should accord with the following masterplanning general principles (6) The masterplanning process effectively **responds to the local context and the context of climate change**, to create new well designed neighbourhoods with a **distinctive character** which residents will be proud of... (9) **Sympathetically integrate existing landscape**, biodiversity and historic **features of the site into the development** taking opportunities to protect, enhance and manage important features along with mitigation... measures...”
- Policy **KP5: Good quality and sustainable design** states “...all new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by:
  - i. **Responding to the local character and context of the built and landscape setting** so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;...”
- Policy **KP16: Green Infrastructure** states “Natural heritage assets are key to Cardiff’s character, value, distinctiveness and sense of place. They include the City’s:
  - iii. Strategically important **river valleys** of the... **Taff** (EN4)...”
  - v. **Trees** (including street trees)... (EN8).
  - vi. Strategic recreational routes, cycleways, and the public rights of way network.
  - vii. Parks, playing fields, green play areas and open spaces (C4 and C5)...”

Part of the site that includes The Marl park is located in the area defined as River Corridor.

- Environment policy **EN3: Landscape Protection** states “Development will not be permitted that would cause unacceptable harm to the character and quality of the landscape and setting of the city.”
- Policy **EN4: River Corridors** states “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.”
- Policy **EN8: Trees, woodlands and hedgerows** states “Development will not be permitted that would cause **unacceptable harm to trees**, woodlands and hedgerows **of significant public amenity**, natural or cultural heritage value, or that contribute significantly to mitigating the effects of climate change.”
- Policy **EN9: Conservation of the historic environment** states “Development relating to any of the **heritage assets...** (or their **settings**) will only be permitted where it can be demonstrated that it preserves or enhances that asset’s architectural... **character... and/or setting**. Relevant historic assets to the site include scheduled ancient monuments, and listed buildings.
- Policy **C4: Protection of open space** states “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...[...]"

*Tall Buildings SPG, Cardiff Council, January 2017*

- Paragraph 1.5 states “Well-designed tall buildings in appropriate locations... can **enhance skylines and provide recognisable landmarks** that can serve to promote the city...”
- Paragraphs 1.7 states “Proposals for tall buildings need to demonstrate an exceptional standard of design together with **appropriate land uses and public realm** through careful planning and design...”
- Paragraph 1.11 defines tall buildings as “normally considered to be within the city centre and Cardiff bay: 8 storeys+ or circa 25m+. **Outside the city centre: Buildings which are double or more than double height of surrounding properties** or significantly taller in terms of actual height and number of floors.”  
The site is located outside these areas defined as by the Central and Bay Business Area boundary under the LDP Policy KP10.
- Paragraph 1.14 states “Tall buildings outside the city centre are unlikely to be supported unless they can be demonstrated as meeting all of the criteria outlined in this SPG.”
- In relation to the location of tall buildings, paragraph 2.2 states that “All tall building proposal must demonstrate that:
  - There would be no negative impacts on important views or vistas....
  - The proposal will be a positive feature in the skyline and streetscape...
  - No material harm is caused by overshadowing or overlooking...
 Detailed proposal will:
  - ... deliver significant enhancements to the public realm.”
- Section 4 describes Cardiff’s skyline, strategic views and vistas for locations in the city centre and areas outside the city centre. Paragraph 4.2 states “It is **considered important to retain key views to strategic architectural features and buildings in the skyline** from both long range and intermediate range views...” It goes on to identify “examples of notable features” as the Millennium (now known as the **Principality Stadium**) Stadium **masts**, the **Millennium Centre bronze-coloured domed roof**, the **Pierhead building**, church steeples, Cardiff Castle clock tower, City Hall clock tower, and the Norwegian Church.”
- Paragraph 4.3 goes on to state that “Consideration should be given to how a tall building may **impact on smaller buildings of character within a view corridor**.”

The proposal should show **how the building complements those character buildings**, possibly framing them, but not distract from them.”

- Paragraph 4.5 identifies locations where **strategic views** towards the city centre and the bay can be gained. Locations where “**intermediate scale**” can be gained include “the **Barrage**, the 10k circuit around Cardiff Bay, **Penarth**, and Lloyd George Avenue. **Intermittent views** can also be glimpsed from vehicle arterial routes, such as the **Central Link road and A4232**. **Important local/ close range views** to notable features and key buildings can be gained from the Hayes, Queen Street, Cathays Park, Castle Street, and **bridges along the River Taff**.”
- Paragraph 4.6 states “Tall buildings should, where appropriate, contribute to the **opening up and framing of key views**, or act as an **enclosing vista** at the end of street to **improve the legibility of the city and the wider townscape**.”
- Paragraph 4.7 states “Relevant building proposals will be required to show these strategic viewpoints...”
- Paragraph 4.14 states “**Views to sites for tall buildings outside of the city centre** will be particularly **important from parks and river corridors** in the locality and anticipated views from areas where they will break an established tree line that interrupts a rural setting with hills or countryside as a back drop.
- Section 6 describes the design of tall buildings. Paragraph 6.1 states “Tall buildings have **visual prominence** and significant **impact on the wider landscape of the city**, and often take on the role of major **landmarks**.” It goes on to state that “attention will be focused on five major issues:
  2. The form and silhouette of the building - this includes consideration of visual impact, and relationships with both the local context and other tall buildings;
  3. The **quality and appearance** of the proposed materials and architectural detailing;
  4. The **impact and interface at street level** - how the building contributes positively to high quality, safe, secure and legible public realm and urban design; ...

## Designations

- 4.27 Landscape designations provide an indication of landscape value. They are areas that have been recognised for the scenic beauty and recreational potential of the landscape. Landscape designations are shown on **Figure LA.02**.

### *National Park/ AONB*

- 4.28 There are no National Parks or Areas of Outstanding Natural Beauty (AONB) within the 3km study area. National Parks and AONBs are therefore scope out from this TVIA. The nearest statutory designated landscape is located over 30km from the site.

### *Special Landscape Areas*

- 4.29 Special Landscape Areas (SLAs) are a non-statutory designation applied by the local planning authority to define areas of high landscape importance within their administrative boundary. Within Cardiff a small narrow part of St Fagans Lowlands and Ely Valley SLA is located beyond 4km to the west of the site. It is unlikely that the proposed development would have an effect on the SLA. SLAs in Cardiff are therefore scoped out from further assessment in this TVIA.
- 4.30 In the south and west of the 3km study area is the Vale of Glamorgan, which has six SLAs across the unitary authority. In February 2011, the Designation of Special Landscape Areas: Review Against Historic Landscapes Evaluations, prepared by TACP was published. The review took into account the relevant changes to the LANDMAP Historic Landscape evaluations.
- 4.31 To the west of the site is the Cwrt-yr-Ala Basin SLA. At its nearest point it is located circa 1km from the site. Relevant primary landscape qualities and features of the SLA are identified: “...To the north and east a **scarp slope** acts as a western edge to Cardiff basin. The **slope is dominated by broadleaf and mixed woodland** giving way to riverside vegetation and limited commercial development. The **exposed hillside** rises steeply to **overlook the flat land of Cardiff Bay and City**. There are **detractive views to Leckwith Industrial Estate and noise from the A48**. The **natural landscape** has been **significantly altered by urban expansion** and, despite the SLA area itself having few settlements, **it feels very settled due to the proximity to Cardiff...**”

### *Historic and cultural landscape designations*

- 4.32 Historic and cultural designations located within the 3km study area are shown on **Figure LA.02**.

### *Conservation areas and listed buildings*

- 4.33 The setting of conservation areas and listed buildings is a consideration during the preparation of townscape and visual impact assessments.
- 4.34 Within 2km of the site there are three **conservations areas**. The nearest conservation area to the site is **Pierhead**, which is located approximately 580m to the east of the site. Just east of Pierhead conservation area is **Mount Stuart Square conservation area**, which is located circa 870m from the site. These conservation areas are located to the east of the River Taff and are separated from the site. It is therefore unlikely that the proposed development would affect the townscape setting of the conservation area, they have therefore been scoped out from further assessment in this TVIA.
- 4.35 **St Marys Street conservation area** is located circa 1.6km to the north of the site at its nearest point. It is separated from the site by the River Taff, the main railway line and Cardiff Central

Station, and intervening built features. The conservation area has therefore been scoped out from further assessment in this TVIA.

- 4.36 There are numerous **listed buildings** and features within 2km of the site, many of which are located in conservation areas as described in the above paragraphs.
- 4.37 The nearest listed building to the site is the **Gas Holder at British Gas Grangetown Works, Ferry Road**. At its nearest point it is located circa 400m to the northwest of the site.

#### *Scheduled Monuments*

- 4.38 There are several scheduled monuments within the 3km study area. The nearest scheduled monument to the site is **The Wreck of the “Louisa”**, which is the remains of a merchant vessel, located adjacent to the east boundary of the site in the River Taff.
- 4.39 There are no other scheduled monuments located within 1km of the site.

#### *Register of Landscapes, Parks and Gardens of Historic Interest (Wales)*

- 4.40 There are several Registered Parks and Gardens of Special Historic interest within 3km the study area as listed within the Register of Parks and Gardens of Special Historic Interest in Wales prepared by CADW, Natural Resources Wales (NRW) and ICOMOS (UK)<sup>8</sup>. **Grange Gardens** is the nearest historic park and garden to the site, which is located approximately 600m to the north of the site. It is a “small but **well-preserved Victorian urban public park** retaining much of its original layout and the first of Cardiff’s public parks to include a **bandstand** and **public tennis courts**.”<sup>9</sup> The small urban park is predominantly surrounded by 2 – 3 storey Victorian terraced residential properties.
- 4.41 Note: Whilst preparing this TVIA, the non-statutory Register of Parks and Gardens of Special Historic Interest in Wales has not yet been incorporated into the statutory register, which is expected to come into force during 2021.<sup>10</sup>

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<sup>8</sup> Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales. Part 1: Parks and Gardens, CADW, Welsh Assembly Government, ICOMOS UK, 2000

<sup>9</sup>

<http://ishare.cardiff.gov.uk/mycardiff.aspx?layers=conareas&startEasting=315000&startNorthing=179000&startZoom=50000>

<sup>10</sup> <https://cadw.gov.wales/advice-support/historic-assets/registered-historic-parks-and-gardens/understanding-registered#section-what-is-registration> [accessed 20.04.2020]



## **Ecological Designations**

4.42 Ecological designations located within the 3km study area are shown on **Figure LA.02**.

### *Severn Estuary Ramsar site, Special Areas of Conservation (SAC), and Sites of Special Scientific Interest (SSSI)*

4.43 The **Severn Estuary Ramsar site, SAC, and SSSI** is located in the southeast of the study area, covering the coastline, sandflats, and mudflats. The Ramsar site and SSSI covers the same area of land, except an additional area on Cardiff Flats to the south of Queen Alexandra Dock is covered by the SSSI. The SAC also covers the same areas but also extends out into the Severn Estuary and beyond the 3km study area.

4.44 At the nearest point, the designated sites are located approximately 1.5km from the site.

4.45 There are no other Ramsar sites or SACs within the 3km study area.

### *Other Sites of Special Scientific Interest (SSSI)*

4.46 In the south and beyond the 3km study area there are two SSSI sites: Cosmeston Lakes and Cog Moors. Due to their distance from the site, they have been scoped out from further assessment in this TVIA.

### *Ancient woodland*

4.47 There are no areas of ancient woodland within the site or within 1km of the site boundary. There are scattered areas of ancient woodland to the west and south of the site in the Vale of Glamorgan, generally where the land use of the landscape is sparsely settled.

4.48 The ancient woodland areas include restored and woodland site, plantations on ancient woodland, and ancient semi-natural woodland. The nearest area of ancient woodland to the site is located circa 1.2km to the southwest of the site.

## **Public Access**

4.49 Public access and rights of way routes located within the 3km study area are shown on **Figure LA.03**.

### *Public rights of way (PRoW)*

4.50 Other than footways and routes associated with the surrounding residential streets, public open spaces, and road network, there are some formal public rights of way in the southwest of 3km study area in the Vale of Glamorgan, which are all situated beyond 1km of the site.

### *Long distance footpaths (LDFP)*

- 4.51 Part of the **Wales Coast Path** transects the eastern half of the 3km study area in a broadly northeast to south direction, passing the docks area of Cardiff Bay via the Portway before connecting to the coastline of Penarth to the south of the site via the Cardiff Bay Barrage. At its nearest point, the route is located approximately 1.3km to the southeast of the site.
- 4.52 A section of the **Taff Trail** also transects the 3km study area. The route begins at Roald Dhal Plass in Cardiff Bay circa 1.2km to the east of the site. The route then joins the bank of the River Taff and heads in a general north to northeast direction and beyond the study area towards Brecon. At its nearest point the trail is located approximately 650m to the northeast of the site.
- 4.53 Adjacent to the east boundary of the site is the **Cardiff Bay Trail** Long Distance Footpath (LDFP). The route circles the edge of Cardiff Bay and the mouth of the River Taff. It connects to the Wales Coast Path route at Penarth Marina and heads north across the barrage towards Mermaid Quay before heading west and connecting to Hamadryad Park.

### *National cycle routes (NCR)*

- 4.54 A link to National Cycle Route 8 is located adjacent to the east boundary of the site. A short section of **NCR 8**, which is also known as Lôn Las Cymru, is located 0.2km to the east of the site. The NCR principally follows sections of the Cardiff Bay Trail, the Taff Trail, and the Wales Coast Path, but follows a separate route to the south of the site in Penarth.
- 4.55 There are several other links to NCR8 within the study area including short sections along Ferry Road, Penarth Marina, Cardiff Bay, and Butetown.

### *Open Access Land*

- 4.56 The nearest area of land with open access rights under the CROW Act is located 1.8km to the west at Leckwith. Other areas of open access land lie over 3.5km to the southwest, beyond the 3km study area.

## BASELINE CONDITIONS

### Landscape baseline

- 4.57 The landscape baseline is a description and analysis of the existing landscape, against which the effects of the proposed development are assessed, first, by reference to landscape character assessments for the area in which the site is located, at national and local levels and, then, from site-specific surveys and analysis carried out for the purposes of this assessment.

### LANDMAP

- 4.58 Landscape assessment, following the LANDMAP methodology, has been undertaken for Cardiff. The assessment uses the Natural Resources Wales (NRW) / Wales Landscape Partnership Group approach which separates the defining aspects of the landscape into five categories, or aspects: geology, habitats, historic, cultural, and visual & sensory. It considers the relationship that exists between people and places; how people have given meaning to places through time and how the physical landscape has shaped their actions, or how their actions have shaped the landscape.
- 4.59 Summarised descriptions from all five aspect layers, as relevant to the site and its context are outlined below. The findings of the LANDMAP studies have formed the basis of the landscape and visual assessment. Table 4-1 below defines the criteria that LANDMAP uses for evaluating each aspect area.

Table 4.1 Criteria for evaluating LANDMAP Aspect Areas<sup>11</sup>

LANDMAP Evaluation	Definition
Outstanding	of international or national importance
High	of regional or county importance
Moderate	of local importance
Low	of little or no importance
Unassessed	insufficient information exists to evaluate

- 4.60 Characteristics of particular relevance to the site and its context are highlighted in **bold**. LANDMAP aspect areas for each of the aspect layers are illustrated on **Figures LA.04**.

#### *Geological Landscape*

- 4.61 The site is located in aspect area **Leckwith** (CRDFFGL058), which is classified as Engineered features and reclaimed/ infilled land (Level 3). The geographical and topographical character

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<sup>11</sup> LANDMAP Methodology Overview, June 2017

<https://cdn.naturalresources.wales/media/681752/landmap-methodology-overview-2017-eng.pdf?mode=pad&rnd=131547814890000000>

of the area is described as (question GL4) “Leckwith and Grangetown **industrial and urban areas** between the Ely and Taff valleys, **largely built on made ground and on tidal flat deposits** of the coastal plain...”

- 4.62 The **rarity/ uniqueness** (question GL31) of the area is evaluated as **low** and the **overall evaluation** (question GL33) for the area is **low**, see **Figure LA.04-1**.

#### *Landscape Habitats*

- 4.63 The site is located in in aspect area **Cerau to Saltmead** (CRDFFLH055), which is classified as Residential/Green Space (Level 3). The key features that define the area’s biodiversity character (question LH24) is “The area is mainly **higher density residential areas with some open green space and wooded areas**, mainly in the West
- 4.64 The overall evaluation (question LH45) for the area is moderate, see Figure LA.04-2, as the “habitat support some species of high value, particularly the river in the east which provides the only biodiversity connectivity in the area.”

#### *Historic Landscape*

- 4.65 The site is located in aspect area **Canton and Grangetown** (CRDFFHL056), which is classified as Nucleated Settlement (Level 3). The aspect area is described as (question HL4) “a large **residential area... which was largely developed before 1945**. It includes large area of late 19th century terraced housing to the south...”
- 4.66 Historic features in the area include listed buildings, conservation areas, and registered parks and gardens.
- 4.67 The **overall evaluation** (question HL40) for the area is **moderate, Figure LA.04-3**, as “it is not an uncommon type of residential development of the period.”

#### *Cultural Landscape Services*

- 4.68 Cultural Landscape Services (CLS) now supersedes the Cultural Landscape aspect layer, which was updated in 2020. CLS responds to “Recent environment and well-being legislation and developments in current thinking relating to culture suggest the dataset would benefit from a different approach to mapping if revisited...”<sup>12</sup> The data for CLS uses data from the other four aspect layers and provide no overall evaluations for each aspect area.
- 4.69 The site is located within aspect area **Cardiff West** (CRDFFCLS050), which is classified as Urban (Level 3).

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<sup>12</sup> LANDMAP Cultural Landscape Services, Report No 336, prepared by E.K Naumann, Dr K Metcalf, Environmental Systems, Cyfoeth Naturiol Cymru/Natural Resources Wales

4.70 Perceptual and sensory qualities (question CLS4) and a sense of place/local distinctiveness (question CLS8) have not been assessed.

*Visual & Sensory Aspect*

4.71 The site is located within the southeast of **Cardiff West** aspect area (CRDFFVS038), which is classified as Urban (Level 3). The aspect area is described as (question VS3) **“The city west of the River Taff runs from Cardiff Bay across the coastal plain to the low hills on the edge of the Vale of Glamorgan and the scarp slope to the north. The area is mainly residential ranging from the well-heeled late Victorian streets of Pontcanna and dense terraced streets of Grangetown through to large 20th-century council estates... Commercial development with ubiquitous national retail outlets runs from Leckwith down to the Bay including Penarth Road. Cardiff City football stadium and the adjacent athletics stadium are the main noticeable structures in this area but have limited architectural merit compared to the structures in Cardiff to the east.”**

4.72 The **scenic quality** (question VS46) of the area is **unassessed**, the **character** (question VS48) of the area is **unassessed**, and the **overall evaluation** (question VS50) for the area is also **unassessed**, see **Figure LA.04-4**.

**LANDMAP Summary**

4.73 The below table summarises the evaluations for each Aspect Area that the study site is located in:

*Table 4-2 Summary of LANDMAP*

Aspect Layer	Aspect Area name and Unique ID	Classifications (Level 3)	Overall Evaluations
Geological Landscape	Leckwith UID: CRDFFGL058	Engineered features and reclaimed/ infill land	Low
Landscape Habitats	Cerau to Saltmead UID: CRDFFLH055	Residential/ greenspace	Moderate
Historic Landscape	Canton and Grangetown UID: CRDFFHL056	Nucleated settlement	Moderate
Cultural Landscape Services	Cardiff West UID: CRDFFCLS050	Urban	N/A
Visual and Sensory	Cardiff West UID: CRDFFVS038	Urban	Unassessed

**Contiguous aspect areas**

4.74 The aspect areas that the site is located in for aspect layers Geological Landscape, Landscape Habitats, and Cultural Landscape Services are considered above.

4.75 For the Historic Landscape and the Visual and Sensory aspect layers, all aspect areas within the 3km study area that have a High or Outstanding evaluation, which are also indicated by the ZTV to have potential visibility of the proposed development are further considered as part of this assessment.

#### *Historic Landscape*

4.76 Adjacent to the east of the site is aspect area **Cardiff Bay** (CRDFFHL051), which is classified as Designed (Level 3). The aspect area covers a large area, including the mouth of the River Taff and has an overall evaluation of **high**. “The Cardiff Bay aspect area defines an important district in the city which has been redeveloped in modern times and seen a significant change in its character... Since 1987, this area has seen the construction of government and civic buildings, commercial buildings, leisure attractions and modern residential development.”<sup>13</sup>

4.77 To the west of the site is aspect area **Leckwith Moors** (CRDFFHL033), which is classified as designed (Level 3). It “is now a large commercial estate, but light industry and commerce is mixed with some leisure facilities, including the modern Cardiff City football stadium, Cardiff International Sports Village... In the late 19th century much of the area was used for garden allotments, set out on a grid-pattern, which seems to have influenced the modern road system within the industrial estate today.”<sup>14</sup> Its overall evaluation is **high**.

4.78 To the west of the site, beyond 1km of the site and extending out beyond the 3km study area is aspect area **Michaelston-le-Pit and St Andrews Major** (VLFGLHL024), which is classified as Irregular Fieldsapes (Level 3). The area has an undulating topography and an overall evaluation as **high** for its “post-medieval scattered agricultural settlement and irregular enclosure...”<sup>15</sup>

#### *Visual & Sensory Aspect*

4.79 Adjacent to the east of the site is aspect area **River Taff** (CRDFFVS086), which is classified as River (Level 3). The aspect area extends northwards to the south edge of Bute Park. “The river is largely canalised with hard and soft embankments. The formation of Cardiff Bay to the south means the water levels are more constant. A series of bridges provide important crossing points, which allow attractive views such as to the Millennium Stadium.”<sup>16</sup> Principle management recommendations include maintain and enhance the strong green corridor and enhance access at points. The overall evaluation is **high**.

4.80 To the southeast of the site is aspect area **Cardiff Bay** (CRDFFVS085), which is classified as Lake (Level 3). “The Bay is surrounded by mainly new development on most sides. There are

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<sup>13</sup> <https://naturalresources.wales/evidence-and-data/maps/wales-environmental-information/?lang=en>

<sup>14</sup> <https://naturalresources.wales/evidence-and-data/maps/wales-environmental-information/?lang=en>

<sup>15</sup> <https://naturalresources.wales/evidence-and-data/maps/wales-environmental-information/?lang=en>

<sup>16</sup> <https://naturalresources.wales/evidence-and-data/maps/wales-environmental-information/?lang=en>

marinas and the water is well used... Between development there are some special open spaces...<sup>17</sup> The bay is assessed as having a strong sense of place with attractive views both in and out of the aspect area. The overall evaluation is **outstanding**.

- 4.81 Adjacent to the southeast of the Cardiff Bay aspect area, and beyond 1km of the site is the **Cardiff Bay Barrage** (CRDFFVS100), which is classified as Amenity Land (Level 3). The “barrage is a low curving man made structure which impounds Cardiff Bay, separating it from the Severn Estuary... On the Bay side there are sweeping areas of grass with paths and a lookout focal point which features sculptural tent-like structures which are visible from across the bay...”<sup>18</sup> It is also assessed as having a strong sense of place and has an overall evaluation of **outstanding**.
- 4.82 To the west and beyond 1km of the site is aspect area **Southern Ely Valley** (VLFGLVS213), which is classified as Wooded Lowland Valleys (Level 3). “This area is a steep north-east facing scarp slope... with Cardiff beyond. The slope is dominated by broadleaf and mixed woodland giving way to riverside vegetation and limited commercial development by the river. The valley slope forms a distinctive edge to Cardiff and presents a strong topographical and vegetated landform highly visible from the city...”<sup>19</sup> The overall evaluation is **high**.

### Site-Specific Appraisal

- 4.83 The following paragraphs provide descriptions of the site and should be read alongside **Figure LA.05** Site context plan and **Figures LA.06** Site photographs.

#### *The townscape/ landscape of the site*

- 4.84 The site is located in Grangetown, Cardiff, occupying land immediately to the west of the River Taff on the north periphery of Cardiff Bay. The site covers residential areas, associated residential roads, and the south and central part of The Marl park.
- 4.85 Adjacent to the southeast boundary of the site is the Cardiff Bay Trail, which runs along the banks of the River Taff. Here, the River Taff is close to the mouth of the river, near its widest point, before the watercourse flows into Cardiff Bay to the southeast. The Sand Wharf apartments are located adjacent to the northeast of the site. The apartments are comprised of a mix of 4 – 7 storey apartment blocks, which are orientated towards the river. The taller blocks of apartments are located alongside the River Taff with lower height blocks located alongside the site. Further to the north there are 4 storey apartment blocks orientated towards the river and the residential area around Avondale Gardens is comprised of 2 storey semi-detached houses.

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<sup>17</sup> <https://naturalresources.wales/evidence-and-data/maps/wales-environmental-information/?lang=en>

<sup>18</sup> <https://naturalresources.wales/evidence-and-data/maps/wales-environmental-information/?lang=en>

<sup>19</sup> <https://naturalresources.wales/evidence-and-data/maps/wales-environmental-information/?lang=en>

- 4.86 On the east side of the River Taff, opposite the site, is Hamadryad Park. The park is comprised of grassland with sports pitches and includes the Cardiff Bay Trail adjacent to the banks of the River Taff. The trail connects to the Cardiff Bay Wetlands Reserve to the east of the park. Above and between Hamadryad Park and Cardiff Bay Wetlands Reserve is the A4232 Cardiff Bay Link Road, which heads southwest over the River Taff.
- 4.87 To the south of the site is residential development comprised of a mix of up to 4 storey blocks of flats with 2 storey housing and 3 storey townhouses, which are set around a central linear area of public open space perpendicular to the River Taff. The southern edge of the residential development is defined by the A4232 Cardiff Bay Link Road.
- 4.88 Adjacent to the west of the site are residential properties that are orientated towards Channel View Road. The properties are post-war comprised of a mix of 2 storey semi-detached and short terraced houses. Each property has a small front garden and some converted have been to driveways. The rear gardens of the properties back on to the rear gardens of the properties that are orientated towards South Clive Street, which runs parallel to Channel View Road. The properties along South Clive street have the same architectural style as the Channel View Road properties. South Clive Street is wider than Channel View Road and is lined by mature Lime trees with parking bays located between the trees. To the west of south Clive Street is Ferry road Park to the north and residential development comprised of more recent 3 - 4 storey blocks of flats. Ferry Road and Ferry Road Retail Park is located between the residential development and Grangemoor Park further to the west.
- 4.89 Adjacent to the north of the site, The Marl park extends further north to Ferry Road. The park contains grass sports pitches with a children's playground in the northeast and along the west a section of the park contains areas of tree and shrub planting with an informal footpath. A Multi Use Games Area (MUGA) is located to the south. The north boundary of The Marl is lined by mature trees, which separates the park from Ferry Road. Terraced 3 storey Victorian townhouses are orientated towards Ferry Road. To the north of Ferry Road is a dense residential area of Grangetown, mainly comprised of rows of 2 storey Victorian terraces.

### *Features of the site*

- 4.90 The site can be divided into 4 site character zones, which are described below, also refer to **Figure LA.05** site context plan:
- Site Character Zone 1: Channel View tower block - The main feature of the zone is the 14 storey tower block in the southwest of the site, which is viewed from the surrounding townscape extending above existing features. The appearance of the tower block could be considered typical of the circa 1960s tower blocks with exposed concrete broken up by sections of brick. Surrounding the tower block is associated hard landscape, parking areas and garages to the south, and maintained amenity grass with scattered semi-mature ornamental trees.



- Site Character Zone 2: Radburn housing layout – In the west and south of the site is residential housing consisting of 2 storey redbrick terraces with low pitched roofs set out in a rigid geometric pattern. The houses are backed on to the Marl with the front of the properties orientated towards car parking areas or small areas of public open space comprised of amenity grass with occasional trees. Straight footpaths connect the housing, car parking areas, and public open spaces with a straight footpath around the perimeter of The Marl.
- Site Character Zone 3: The Marl park – In the eastern and central area of the site is the south and central area of The Marl public open space. The Marl is comprised of amenity grass with a rugby pitch, tree and vegetation groups in the south, and an informal footpath around the perimeter and a central path transecting the park in a west to east direction. Adjacent to the east of the park is the Cardiff Bay Trail along the River Taff.
- Site Character Zone 4: Residential roads – In the most west extent of the site are the residential roads consisting of part of Channel View Road, Beecher Avenue, and small sections of South Clive Street that includes some properties. The roads are lined by 2 storey post-war properties with small front gardens. South Clive Street is also lined by mature trees. The east side of Channel View Road is adjacent to the north part of The Marl and the Radburn housing layout to the south.

### *Characteristics and aesthetics*

- 4.91 The character of each of the four zones of the site are notably different, with the combination of architectural style, materials, scale, vegetation cover, and density of built form.
- 4.92 The character of The Marl park is predominantly one of openness, although some containment is created by trees around its periphery. Its proximity to the River Taff and Cardiff Bay contributes to its sense of place with some distant views towards iconic buildings such as the Millennium Centre. In contrast, the Radburn housing area has a repetitive and confined character, created by the dense housing layout that has a limited colour pallet. The zone has a poor sense of place due to its lack of relationship with the River Taff and The Marl.
- 4.93 The tower block in the southwest of the site contrasts with its surrounding, being a high-rise building set amid 2 storey housing, forming an awkward juxtaposition. Taller buildings in the area are typically located alongside the River Taff or Cardiff Bay. Beecher Avenue and areas in South Clive Street are consistent with their surroundings and is typical in character for residential housing of its period.

### **Public Access**

- 4.94 The majority of the site is publicly accessible with the exception of private residential areas in the west and south of the site. **Public roads** in the west of the site such as Channel View Road, Beecher Road, and South Clive Street connect the residential areas. **Pedestrian access** is also provided along these roads, which connect to The Marl Park in the east and to the north of the

site. Pedestrian access is also provided adjacent to the east boundary of the site along the **Cardiff Bay Trail**. **The Marl** park in the central and east of the site is publicly accessible, which also extends north and beyond the site boundary. The park comprises sports pitches, informal footpaths with benches, trees planting areas, and to the northeast of the site provides a children’s playground.

4.95 Beyond the site boundary, the surrounding residential areas are publicly accessible via public roads and pedestrian routes. **Ferry Road Park** is located to the east of the site with proposals for the site including pedestrian access via Beecher Avenue. The 1.30ha park consists of a woodland area with a looped informal footpath route. Circa 0.15km to the east of the site and on the east side of the River Taff is **Hamadryad Park**, which comprises of playing fields open green space and tree planting and extends to the **Cardiff Bay Wetlands** to the east via NCR 8. **Grangemoor Park** located circa 0.4km to the west of the site, on a former landfill site, adjacent to the Ferry Road Retail Park. The park rises to a high point of circa 30m AOD and offers elevated views over the surrounding area.

## Landscape Value

4.96 The characteristics, sensitivities and guidelines in the existing character assessments at national and local level and the site-specific analyses carried out for the purposes of this TVIA were taken into account as indicators of the aspects of the landscape important to the character, and evaluated according to the following criteria:

*Table 4-3 Indicative criteria to determine landscape value*

Value	Criteria
High Value	<p>Landscapes subject to international, national or local designations, <b>and</b> non-designated landscapes where the following considerations apply:</p> <p>Areas of landscape whose character is judged to be intact and in good condition;</p> <p>Scenic quality, wildness or tranquillity, and/or natural or cultural heritage features make a particular contribution to the landscape;</p> <p>There are important cultural and artistic associations;</p> <p>They are representative of typical character of the area or have a character or elements that are valued for their rarity;</p> <p>Particular components may be identified as important contributors to the landscape character;</p> <p>The landscape is valued for recreational activities where experience of the landscape is important.</p>
Low Value	<p>Areas of landscape whose character is in poor condition;</p> <p>Scenic quality, wildness or tranquillity, and/or natural or cultural heritage features are not key characteristics of the landscape;</p> <p>Cultural and artistic associations are absent;</p>

Value	Criteria
	<p>They are not representative of typical character of the area, but are also not valued for rarity;</p> <p>Particular components may be identified as important contributors to the landscape character;</p> <p>There is little scope for recreational activities where experience of the landscape is important.</p>

4.97 Intermediate levels of value may be assessed, where the value falls between high and low, e.g. “medium”.

4.98 The features/ elements/ characteristics identified as important or “key” to the townscape/landscape character of the site are:

- The residential areas comprised of the Redburn housing layout and the 14 storey tower block.
- The Marl public open space, which also extends north of the site.
- The street trees along residential roads.
- The Cardiff Bay Taff Trail adjacent to the east of the site.
- The River Taff to the east of the site.
- The residential setting of the site.
- The context of the transition to Cardiff Bay.

4.99 The LANDMAP description notes a lack of “biodiversity connectivity in the area” (Landscape Habitats) and the “dense terraced streets of Grangetown with some open green space and wooded areas” and “commercial development with ubiquitous national retail outlets” (Visual and Sensory) as characteristics of the landscape/ wider landscape context.

## Visual Baseline

### *Zone of Theoretical Visibility (ZTV)*

4.100 A Zone of Theoretic Visibility (ZTV) plan has been generated by computer to identify the geographic extents within which views may be available of the proposed development within the 3km visual study area. The ZTV is calculated to the proposed buildings heights of between 9m (2 storey buildings) and 37.9m (12 storey building) Above Ordinance Datum (AOD) to represent the ‘worst case scenario’. The viewer eye-height for the ZTV has been set at 2m above ground level.

4.101 **Figure LA.07** shows the predicted extent of the ZTV for the proposed development, including the screening effect of surrounding buildings and woodlands, which was calculated using LiDAR 2m DTM resolution data (with heights of existing buildings and vegetation included in the LiDAR data). The screening effects of other surface features such as individual trees and hedgerows may not be picked up in the data.

4.102 The ZTV shows that screening effects from the surrounding buildings restricts potential views of the proposed development from some locations in the surrounding landscape/ townscape. Locations from where the majority of the proposed development would potential viewed from are limited to more open or elevated areas within 0.5km of the site, from scattered elevated areas beyond 1km of the site to the southwest and south, and from the Cardiff Bay Barrage where built developments is restricted to the southeast of the site due to the River Taff and the open water of Cardiff Bay.

4.103 Beyond 2km of the site, potential views of the proposed development are mainly restricted to elevated areas to the west of the site. Any views of the proposed development beyond 2km of the site are likely to be viewed in connect to the surrounding built development of Cardiff.

#### *Viewpoint study*

4.104 A photographic survey was undertaken to identify the potential extent of the visibility of the proposed development by locating viewpoints available to sensitive receptors. To inform the initial viewpoint selection, a study area of 3km radius from the site was mapped showing the surrounding landscape designations, public access, townscape/landscape character, and the predicted ZTV for the proposed development. Potentially sensitive visual receptors within the study area include residents, users of public rights of way including the Wales Coast Path, users of public open spaces, and road users.

4.105 Based on the collated data, initial representative viewpoint locations were selected that relate to the “receptors”, that is, residents and users of the townscape/ landscape, and locations from which they may have views towards or of the site. Cardiff Council were consulted about the scope of the visual studies, including the initial viewpoint selection. Further detail is provided in **Appendix 4.3**.

4.106 For each of the viewpoints, the precise location was chosen during the field studies where local features such as vegetation, buildings or localised topographic variation were identified. From some locations, receptors may not be able to view the site itself. However, due to the height of the proposed development, which is taller than some surrounding features, viewpoint locations include areas where the proposed development would potentially be viewed above existing features.

4.107 A total of 11 views were photographed to illustrate the site and its appearance from publicly accessible areas, where it was safe to take the photographs. Of the 11 views that were taken, 6 were taken forward as viewpoints for the assessments. **Figure LA.07** shows the locations of the 5 context photographs (non-assessment views) and the 6 viewpoint (assessment views) locations.

4.108 The context photographs are shown on **Figures LA.08** and the viewpoint photographs and location maps are reproduced on **Figures LA.09**. Views from within the site are also provided to illustrate the context of the site, see **Figures LA.06**.

4.109 Table 4.4 below lists the 6 viewpoints, the location details, the receptors represented, and the reasons for selection. Locations requested by Cardiff Council are prefixed with the letters CC.

*Table 4-4 Viewpoint details*

VP Ref	Location	Approx. distance and direction to the site	Receptors represented and reasons for selection
CC:01	The Marl	0m within the site	Residents in the nearby Sand Wharf apartments, users of the public open space, and users of the Cardiff Bay Trail. <ul style="list-style-type: none"> <li>• It represents key receptors including residents.</li> <li>• The viewpoint is located very close to the site.</li> <li>• There are open views towards the site.</li> </ul>
02	A4119 Clarence Road, bridge over the River Taff	760m to the northeast	Nearby residents, pedestrians, users of the Cardiff Bay Trail, the Taff Trail, National Cycle Route 8, and road users. <ul style="list-style-type: none"> <li>• It represents key receptors including residents.</li> <li>• The viewpoint is located within 1km of the site.</li> <li>• There are potentially views of the proposed development.</li> </ul>
03	Hamadryad Park	190m to the east	Users of the park, and users of the Cardiff Bay Trail and National Cycle Route 8. <ul style="list-style-type: none"> <li>• The viewpoint is located close to the site and near to the proposed bridge landing.</li> <li>• To assess the impact of the proposed development from the east side of the River Taff.</li> </ul>
04	A4232 Cardiff Bay Link Road	220m to the southeast	Pedestrians and road users. <ul style="list-style-type: none"> <li>• The viewpoint is located close to the site.</li> <li>• The A4232 is a main road into Cardiff.</li> <li>• The viewpoint has open and slightly elevated views towards the site.</li> <li>• The proposed development would be seen in context to key buildings within Cardiff.</li> </ul>
05	Top of Grangemoor Park adjacent to the "Silent Links" sculpture	450m to the west	Users of the public open space. <ul style="list-style-type: none"> <li>• The viewpoint is located within 1km of the site.</li> <li>• It is an elevated location.</li> <li>• There are views of the existing 14 storey tower.</li> <li>• The proposed development would be seen in context to key buildings within Cardiff.</li> </ul>

VP Ref	Location	Approx. distance and direction to the site	Receptors represented and reasons for selection
06	<b>Cardiff Bay Barrage close to the Scott of the Antarctic exhibition</b>	1.3km to the southeast	<p>Users of the Wales Coast Path, users of National Cycle Route 8, and tourists.</p> <ul style="list-style-type: none"> <li>• It represents key receptors.</li> <li>• There are views of the existing 14 storey tower.</li> <li>• The proposed development would be seen in context to key buildings within Cardiff.</li> </ul>

4.110 Table 4.5 below describes the townscape context and existing view towards the site from each of the 6 viewpoints.

Table 4-1 Existing view descriptions

Viewpoint Reference	Townscape context at viewpoint location	Existing view towards site
<b>CC:01 - The Marl</b>	The viewpoint is located within the north of the site, in the central area of The Marl park that includes grass sports pitches. To the east is the Cardiff Bay Trail and the Sand Wharf apartments is to the northeast which partially separates the site from the River Taff. To the south and west, residential housing borders the park. To the south and within the site there are groups of trees and vegetation of trees. Adjacent to the viewpoint a line of trees follow the central west to east footpath within the park with trees also located along the east boundary of the park and adjacent to the Sand Wharf apartments.	The foreground of the view is of the amenity grass in the south of The Marl with trees and vegetation in the middle ground screening views towards River Taff and filtering views of the redbrick Radburn housing. Trees along the park and the Radburn housing screen more distant views. The 14 storey tower block is viewed above the Radburn housing, alongside trees and vegetation in The Marl.
<b>02 - A4119 Clarence Road, bridge over the River Taff</b>	This is a 2 lane busy road over the River Taff with cycle lanes and pavement on both sides of the road. Clarence Road provides a connection between Grangetown and Cardiff Bay for vehicles. It also provides a connection between Cardiff Bay and the Taff Trail for cyclists and walkers with a zebra crossing close to the viewpoint location. Views to the south are of the vegetated banks of the River Taff, however, to the north, the River Taff is lined with 6 storey residential blocks that overlook the river and head towards the city centre.	The foreground of the view is of the River Taff and its vegetated banks, which heads south and towards the site. Views of Victorian terraces are filtered by trees and vegetation on the east side of the riverbank, but the more recent primary school development towards the middle ground is viewed above the terraces. The Sand Wharf apartments are viewed in the middle ground of the view, above the River Taff. Alongside the Sand Wharf apartments, the existing 14 storey tower block within the southwest of the site extends above the horizon. Views of the redbrick houses of the Radburn layout in the southeast of the site are partially filtered by trees and vegetation within the site and along the bank of the river. Views of the houses are backdropped against the 4 storey residential development to the south of the site and the taller apartment buildings near Penarth. The partially wooded hills and development of Leckwith forms the far distant backdrop.

Viewpoint Reference	Townscape context at viewpoint location	Existing view towards site
<b>03 - Hamadryad Park</b>	The viewpoint is located on National Cycle Route 8, next to the public. The park is comprised of amenity grass with sports pitches and areas of woodland to the south and east. To the north of the park is a primary school, which has been recently constructed. To the south and above the park, the A4232 Cardiff Bay Link Road crosses the river, which interrupts the sense of peacefulness. The National Cycle Route and Cardiff bay Trail provides a link under the road where the character transitions from the riverside to the more openness of the bay.	The foreground of the view is of scrub along the east bank of the River Taff and the river. Trees and vegetation along the west bank of the river filter views towards the site. In the southeast of the site there are filtered views of the redbrick 2 storey Radburn layout housing alongside the 4 storey residential development to the south of the site. The 14 storey tower block in the southwest of the site extends above the redbrick housing. To the right of the tower, there are filtered views of the redbrick housing with some trees located in the south of The Marl, but the open space of The Marl is screened from view. To the north, there are views of the Sand Wharf apartments orientated towards the river, which is viewed at a similar height to the 14 storey tower block.
<b>04 - A4232 Cardiff Bay Link Road</b>	There is a pedestrian route alongside the busy dual carriageway of the A4232 Cardiff Bay Link Road, which is separated from the road by crash barriers. The route is exposed and very noisy with constant fast-moving traffic. Views are available towards Cardiff Bay Barrage, Prospect Place, and Penarth, and up the River Taff towards the city centre to the north with the Ridgeway and The Garth forming the distant horizon.	There are elevated views over the River Taff and its banks towards the site. The redbrick housing of the Radburn estate is viewed above the banks of the River Taff alongside the 4 storey blocks of flats to the south of the site. Vegetation along the bank of the river partially filter views of the housing. Between the 4 storey blocks of flats and the redbrick housing, the 14 storey tower block extends above the surrounding development. To the north, there are views of The Marl with distant views of the townhouses along Ferry Road forming the backdrop to the park. The Sand Wharf apartments are viewed to the northeast of the park, overlooking the River Taff. The view is backdropped by the distant wooded hills near Leckwith and the far distant hills of The Garth.
<b>05- Top of Grangemoor Park adjacent to the "Silent Links" sculpture</b>	The public open space to the west of the site situated above Ferry Road Retail Park that offers 360° views. The park consists of establishing woodland on its lower slopes with open but rough grassland towards the hilltop, which rises approximately 25m from the otherwise flat surroundings. There is a sense of peacefulness away from the busy retail park, but there is noise from the retail park, the nearby A4232 Cardiff Bay Link Road, and the Cardiff to Penarth/Barry railway.	The view from the highpoint of Grangemoor Park looks east towards the site and extends in the distance to Cardiff Bay where there are distant views of the distinctive Wales Millennium Centre building and St David's Hotel. In the foreground there are views of the elongated industrial style building of Cardiff Bay Retail Park. Above the building there are views of the 4 storey blocks of flats along Ferry Road. Between gaps of the blocks of flats there are glimpse views of some properties along South Clive Street and some red brick houses in the Radburn estate. There are views of the existing 14 storey tower block, in the southwest of the site, in the middle ground of the view which extends above the horizon. Above the Ferry Road blocks of flats and to the right of the Sand Wharf apartments, there are distant views of The Marl.

Viewpoint Reference	Townscape context at viewpoint location	Existing view towards site
<b>06 - Cardiff Bay Barrage close to the Scott of the Antarctic exhibition</b>	A popular pedestrian route for walkers, cyclists, and tourists. The route is exposed with winds whipping over the barrage from the Severn Estuary. There are 360° views along the barrage that contrast between the seascape views expanding into the distance over the Severn Estuary towards the Severn Bridge and Devon. By contrast, views inland include the rugged cliff edge of Penarth, and over the open water of Cardiff Bay there are views of Penarth Marina, the tall buildings at Prospect Place, and views Cardiff's iconic buildings such as the Millennium Centre and the Pierhead Building.	The view extends across the open water of Cardiff Bay towards the site with the wooded hills near Leckwith and the more distant The Garth and Craig yr Allt forming the horizon. The Horizon Tower and surrounding tall buildings at Prospect Place are viewed to the south of the site. To the left of the tall buildings, there are views of the 4 storey blocks of flats to the south of the site with the 14 storey tower block in the southwest of the site extending above the flats and puncturing the skyline between the distant hills. Views of the flats are interrupted by the A4242 Cardiff Bay Link Road, which screens views of The Marl, the Radburn housing in the southeast of the site, and interrupts views of the Sand Wharf apartments to the northeast of the site.

## Visual Receptors

4.111 The assessment of visual effects is described by considering how the different groups of “visual receptors” may be affected. The following is a résumé of the viewers and locations from where views may be available, with references to the representative viewpoints or other photographs.

### *People in settlements and residential properties*

- 4.112 **Viewpoint CC:01** represents the view for **residents** in the **Sand Wharf apartments** adjacent to the northeast of the site. **Viewpoint 02** represents the view for nearby residents to the northeast of the site along the River Taff.
- 4.113 **Context View A** adjacent to **Ferry Road** to the north of the site shows that although trees along the north boundary of The Marl are likely to filter views towards the site from residential properties, it is likely that there would be views of the proposed development. Views of the proposed development would replace existing filtered views of residential development and the 14 storey tower block. **Context View B** from **Ferry Road** to the west of the site shows that views towards the site are largely screened by intervening buildings, but the existing 14 storey tower block is visible above the surrounding features.
- 4.114 **Context View CC:C** from the northeast of the site shows that residents are likely to have oblique views towards the site and any views of the proposed development are likely to be limited due to the Sand Wharf apartments partially screen views. Beyond 1.5km of the site, **Context Views D** and **E** show the existing view towards the site from elevated residential areas. It shows that any views of the proposed development are likely to be viewed in context to the surrounding build form of Cardiff and the townscape context.



4.115 **Site Photograph 01** shows the view towards the site from **South Clive Street**. Views towards the site are largely screened by properties and trees. However, some views of the proposed development are likely to be available between gaps of the properties with views of the taller building above the properties. **Site Photograph 02** shows that residents along the south of **Channel View Road** orientated towards the site would have open and unobstructed views of the proposed development from within the front curtilage of the properties and from ground floor and first floor. Views of the proposed development would replace existing close views of the Radburn layout housing. Along the north of Channel View Road, as distance increases from the site, views of the proposed development from residential properties are likely to become more oblique and limited due to the existing trees along the west boundary of The Marl park screening and filtering views, particularly during the summer months when the trees are in leaf, see **Site Photograph 06**.

*Users of public rights of way*

- 4.116 **Viewpoint 06** represents the view from the **Wales Coast Path**. ZTV **Figure LA.07** illustrates that views of the proposed development for users of the Wales Coast Path would only be available from along the Cardiff Barrage to the southeast of the site.
- 4.117 **Viewpoints 02, 03, and 06** represents the view towards the proposed development for users of the **Cardiff Bay Trail**. **Context View CC:C** shows the view towards the site from the northeast of the site and **Site Photograph 04** shows the existing view of the site from the trail adjacent to the southeast of the site. The ZTV **Figure LA.07** shows that potential views of the proposed development for users of the Cardiff Bay Trail would be mainly from location to the east and southeast of the site where intervening built features is limited.
- 4.118 **Viewpoint 02** represents the view for users of the **Taff Trail**. ZTV **Figure LA.07** shows that there are unlikely to be views of the proposed development for users of the Taff Trail to the north of viewpoint 02.
- 4.119 **Viewpoint 02, Viewpoint 03, and Viewpoint 06**. represents the view for users of the **National Cycle Route 8**. **Viewpoint 04** represents the view for users of a link to the national cycle route. ZTV **Figure LA.07** shows that there are unlikely to be views of the proposed development for users of the cycle route to the north of viewpoint 02.
- 4.120 ZTV **Figure LA.07** shows that to the southwest of the site and **beyond 1km of the site**, there are likely to be views of the majority of the proposed development from some short sections of **public rights of way** on elevated locations.

*Road users*

- 4.121 **Viewpoint 02** represents the view for users of the **A4119 road**. **Viewpoint 04** represents the view for users of the **A4232 Cardiff Bay Link Road**.

4.122 The majority of roads within the study area are within a residential context and lined with residential buildings and some trees, which are likely to limit opportunities for road users to experience extended views of the proposed development. Road users adjacent to the site along the south of Channel View Road would have views of the proposed development, but as distance increase views of the proposals would reduce, see **Site Photographs 01, 02, 03,** and **06** and **Context Views A, B, D,** and **E.**

*Other townscape/ landscape interests*

4.123 **Viewpoint 01** represents the view for users of **The Marl.** **Context View A** and **Site Photograph 05** and **06** shows the existing view from or adjacent to The Marl.

4.124 Viewpoint 03 represents the view of the proposed development for users of Hamadryad Park, Viewpoint 05 represents the view for users of Grangemoor Park, and Viewpoint 06 represents the view for nearby users of the public open space on Cardiff Barrage.

## ASSESSMENT OF POTENTIAL IMPACTS

- 4.125 Details of the proposed development are provided on the planning application drawings and the Planning Statement/ Design and Access Statement accompanying the application. This section describes the main aspects of the proposed development which could potentially affect townscape and/or visual amenity.
- 4.126 The redevelopment of the site would comprise the demolition of 188 residential units that are mainly 2 storey high red brick terraced properties that form the Radburn layout in the west and south of the site. In the southwest of the site, the existing 14 storey tower block and up to 3no. properties along South Clive Street would be demolished. The associated amenity grass, individual trees, and residential access roads associated with the Radburn layout and the tower block would also be removed. Within The Marl park, the existing groups of trees and vegetation within the south of the park would also be removed.
- 4.127 The demolished residential development would be replaced with the construction of up to 400 new residential dwellings, which are also to be located in the west and south of the site. The residential development would comprise of a mix of houses and apartment buildings set out in a series of blocks that would each be centred on public open space areas. The blocks would be separated by residential roads that would be lined by new tree planting, soft landscape, and would incorporate SuDs features.
- 4.128 In the southwest of the site, the proposed houses would be 2 storeys high with pitched roofs forming short rows of terraces that would be orientated towards Channel View Road. In the west and south of the site the proposed apartment buildings would comprise a mix of 3, 4, 5 storey high units with some 3 and 4 storey blocks alongside The Marl. In the southeast of the site and orientated towards the River Taff is the proposed over 55s living accommodation, which would be two buildings formed of a mix of a 12 and 8 storey high buildings broken up by 5 storey blocks with roof terraces.
- 4.129 The proposed residential development encroaches onto the existing west and southwest extent of The Marl public open space. Proposals for The Marl include re-orientating the existing rugby pitch in a northwest to southeast direction, which would be surrounded by retained trees, proposed trees, raised landform areas for play, SuDs features, and species rich grassland. To the south of the re-orientated rugby pitch, new pedestrian footpaths would connect the new residential development to the Cardiff Bay Trail. Formal tree planting in The Marl would create vistas between the new residential development and the River Taff.
- 4.130 Along South Clive Street, two access points are proposed: one in the southwest of the site and the other a pedestrian access route in the northwest of the site, which would replace the demolished properties. The southwest access point would connect South Clive Street with

proposed development. The access point in the northwest would provide a pedestrian link between South Clive Street and Ferry Road Park.

### **Sources of potential effects on townscape/ landscape and views**

4.131 The main features of the development proposal which could potentially result in townscape/ landscape and visual impacts are:

- The demolition and site clearance of the 2 storey residential dwellings along Channel View Road in the south and southwest of the site that comprise the Radburn layout, and the demolition of the existing properties in the west of the site along South Clive Street.
- The demolition and clearance of the existing 14 storey tower block in the southwest of the site.
- The removal of trees and vegetation within the south of The Marl public open space, the removal of trees and vegetation associated with the Radburn housing and the removal of some trees on South Clive Street in the northwest and southwest of the site.
- The construction activities associated with the proposed over 55s accommodation (5, 8, and 12 storeys high) in the southeast of the site, including the movement of equipment and vehicles, and the use of tall cranes.
- The construction activities associated with the proposed residential units in the west and south of the site, including the movement of equipment and vehicles, and the use of cranes.
- The introduction of tall buildings in the southeast of the site and along the River Taff, and other proposed buildings on the site which would be higher than 2 storeys.
- The establishment of the landscape proposals and SUDs features on The Marl park and surrounding proposed residential streets.
- Occupation features such as vehicle movement along new residential streets, increased pedestrian activity, street lighting, and the external lighting of the apartment buildings.

### **Limitations**

4.132 This section describes the limitations and assumptions made for the assessments of townscape character and visual amenity.

#### *Timescales and phases of development*

4.133 It is assumed that the proposed development, including demolition, construction, and occupation of the site would occur within a timeframe of circa 10 years, which would include some overlapping of demolition/ construction/ and occupation phases. The periods of demolition/construction/ occupation for assessment are outlined below:

- **Period 1:** It is assumed that the demolition of the Radburn housing in the south of the site would be completed as well as the demolition of the properties in the southwest of

the site on South Clive Street. This would be followed by the construction of the over 55s living accommodation in the southeast of the site, which would form the tallest buildings on the site. Followed by occupation of the buildings. The demolition of the 14 storey tower block would be completed and the construction of the 2 storey terraced housing on the tower block plot and access to South Clive Street would be completed. It is also assumed that construction of the residential development in the south and west of the site would commence as well as highway improvements to Channel View Road.

- Period 2: The landscape proposals in the centre of the over 55s living would be completed as well as landscape proposals for new public open spaces in the south of the site would also be completed. The demolition of the remaining Radburn housing in the north of the site would be completed, followed by the construction of the remaining areas of residential development in the site. The demolition of the 2no. houses in the northwest of the site on South Clive Street would be completed. It is also assumed that all remaining highway proposals would be completed with associated SuDs features. It is assumed that landscape proposals for The Marl park would be completed.
- Period 3: It is assumed that all of the proposed development would be completed, and the site would be fully occupied.

#### *Zone of Theoretical Visibility plan*

4.134 Section 6.3 provides a description of the Zone of Theoretical Visibility (ZTV) plan that was prepared for the proposed development. The ZTV uses LiDAR mapping at 2m resolution, derived from the Natural Resources dataset. To the west of the site, the existing development by Ferry Road is not shown as constructed in the LiDAR dataset. The ZTV therefore illustrates predicted visibility for areas and locations to the west of the site where the study area reconnaissance has discovered there are likely to be extremely limited or non-existent views of the proposed development.

#### *Type 3 AVR Level 1 wireline visuals*

4.135 The existing topography of the site is generally flat with a slight change in of levels at circa 2m across the site. The Type 3 AVR Level 1 wireline visuals that have been produced used the provided SketchUp model, which does not take into account the existing site level changes. The wireline visuals that have been prepared do not take into account the slight change in site levels and any proposed level changes, and assumes the site is flat. Mitigation measures

4.136 The potential for adverse effects on townscape/landscape and visual amenity have been recognised and mitigation measures incorporated in the scheme to avoid or reduce adverse effects or to offset or compensate for unavoidable adverse effects.

## MITIGATION MEASURES

4.137 Mitigation measures incorporated into the scheme design has considered the following:

- The proposals for the site have considered the existing and surrounding building heights. The maximum building height for the propose development is 12 storeys high (circa 38m), which is lower than the existing 14 storey tower block which is to be demolished. The location of the proposed tall buildings on the site were also considered. The tallest buildings are located alongside the river front, reflecting existing surrounding development, and is located away from the traditional 2 storey houses along residential streets.
- Improved access throughout the site including connections to Ferry Road Park and the adjacent Cardiff Bay Trail. The proposals also incorporate future proposals for a pedestrian bridge over the River Taff, which would comprise a separate planning application.
- The existing rugby pitch in the north of the site is to be improved and re-orientated.
- The Marl public open space is to be retained and improved with enhanced pedestrian access routes and connections with the adjacent proposed residential development.
- To mitigate against the loss of some trees on the site, new tree planting is proposed in The Marl public open space and along residential streets. Soft landscape features such as shrub planting and species rich grassland is also proposed to create visual interest and biodiversity enhancements. SUDs features are also proposed, which would create local habitats and visual amenity interest.
- The proposed residential blocks are also centred on public open space, creating connections with The Marl public open space, the River Taff, and enhancing green infrastructure.

## RESIDUAL IMPACTS

### Effects on the townscape/landscape

4.138 This section examines the nature and significance of the landscape effects arising as a result of the proposed development with reference to:

- effects on townscape fabric within the site, its features and qualities;
- effects on townscape character, including consideration of effects on designated landscapes; and
- effects on the townscape setting of settlements, public rights of way and roads.

#### *Effects on townscape/ landscape features, qualities and character*

4.139 Townscape/ landscape character is derived from the combination and pattern of townscape/ landscape elements. The effects of proposed development on landscape character would arise from its relationship to these combinations and patterns, and thus the character of the landscape. Effects on the townscape/ landscape features, qualities and character may occur where there are either direct or indirect physical changes to the landscape. Direct changes to landscape fabric would only occur within the application boundary.

4.140 The effect of the proposed development on townscape character will depend on the key characteristics of the receiving townscape/ landscape, the degree to which the proposed development is considered consistent with or at odds with them, and how the proposed development would influence the townscape context, affected by:

- the distance from the site;
- the 'fit' of the proposed development within the townscape pattern and characteristics.

#### *Sensitivity*

4.141 The sensitivity of landscape receptors is judged by considering their value, assessed in the baseline description above, and their susceptibility to the changes arising from the proposed development. The receptors, their value and susceptibility are set out in the following table, with the resultant judgement of their sensitivity to the proposed development:

Table 4-6 Sensitivity of landscape receptors

Receptor	Value	Susceptibility	Sensitivity
<b>Residential areas</b> (Site Character Zones 1 and 2) comprised of the Radburn housing layout and the 14 storey tower block.	<b>Low value:</b> Radburn housing layout and 14 storey tower block has low architectural merit and poor layout, it is not characteristic of the area wider area.	<b>High susceptibility</b> to change housing and tower block to be demolished and replaced with a new housing layout of mixed scale with new architectural materials and character.	<b>Moderate sensitivity</b>

Receptor	Value	Susceptibility	Sensitivity
<b>The Marl</b> (Site Character Zone 3) public open space	<b>High value to the local community:</b> it provides recreational activities.	<b>High susceptibility</b> to change as proposed development encroaches on open space. The south of the park will be redesigned, and some trees and vegetation are to be removed.	<b>High sensitivity</b>
<b>Residential streets</b> (Site Character Zone 4)	<b>Moderate value to the local community:</b> The trees along the residential road contributes to the green infrastructure but are not protected by Tree Preservation Orders, buildings and layout are typical of the area, and no listed buildings.	<b>Moderate susceptibility</b> to change as some trees and up to 3no. houses are to be removed within the site.	<b>Moderate sensitivity</b>
<b>Cardiff Bay Trail</b> adjacent to the east of the site	<b>High value to the local area:</b> well used route that connects Cardiff Bay with central Cardiff, and links to other routes such as the Wales Coast Path	<b>Moderate susceptibility</b> to change in the character of the setting with taller buildings with new architectural materials being proposed adjacent to the route.	<b>Moderate sensitivity</b>
<b>The River Taff</b> to the east of the site	<b>High value:</b> reflective of the LANDMAP evaluation CRDFFVS086	<b>Moderate susceptibility</b> to change in the character of the setting with taller buildings with new architectural materials being proposed close to the river.	<b>Moderate sensitivity</b>
<b>The residential setting</b> of the site	<b>Moderate value:</b> reflective of the LANDMAP evaluation CRDFFHL056 (Visual and sensory aspect layer is unassessed)	<b>Moderate susceptibility</b> to change in the character of the setting with more buildings proposed over 2 storeys high. There are also proposed changes to access and public open adjacent to the site.	<b>Moderate sensitivity</b>
<b>Other character areas beyond the immediate context of the site</b>			
<b>Cardiff Bay</b>	<b>High value:</b> reflective of the LANDMAP evaluations CRDFFHL051, CRDFFVS085, CRDFFVS100.	<b>Low susceptibility:</b> existing built form on the site to be demolished and replaced with built form of similar scale.	<b>Moderate sensitivity</b>
<b>Southern Ely Valley</b>	<b>High value:</b> reflective of the LANDMAP evaluation VLFGLVS213	<b>Low susceptibility:</b> existing built form on the site to be demolished and replaced with built form of similar scale.	<b>Moderate sensitivity</b>

### *Magnitude of change*

4.142 Assessments for the magnitude of change to landscape receptors as a result of the proposed development during demolition, construction, and operation are set out in **Table 4-7** below.



Table 4-7 Magnitude of change on the townscape/ landscape

<p><b>Townscape/ landscape receptor</b></p>	<p><b>Magnitude of change: Period 1</b> Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.)</p>	<p><b>Magnitude of change: Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl)</p>	<p><b>Magnitude of change: Period 3:</b> (site fully occupied)</p>
<p><b>Residential areas</b> (Site Character Zones 1 and 2) comprised of the Radburn housing layout and the 14 storey tower block.</p>	<p>There would be an increase of activity in the Site Character Zone 1 and the south of Site Character Zone 2, including the movement of large vehicles, tall cranes, and associated sound. The removal of residential buildings in the south of the site, the demolition of the 14 storey tower block, and the removal of the existing group of trees and vegetation in The Marl is likely to result in the zones briefly having more of a sense of openness and visual relationship with the River Taff before construction reduces this effect. The removal of the 14 storey tower block would remove the awkward juxtaposition of a tall building amongst 2 storey housing. Proposals in Site Character Zone 2 are likely to be completed as well as the new access route to South Clive Street.</p> <p>The scale of change would be large but over a small geographical area. Some changes to the Site Character Zones would be permanent with the demolition/ construction activities over the short term would lead to permanent change. Overall, the magnitude of change is considered to be <b>great</b>.</p>	<p>The occupied over 55s living accommodation in the southeast of the site is likely to create a relationship with the River Taff, in context to nearby apartments and flats overlooking the river. Activity during this period would move northwards through Site Character Zone 2 as demolition of the Radburn housing is completed and the remaining proposed residential areas are constructed. The occupation of the residential housing in Site Character Zone 1 is likely to become integrated with south Clive Street with an increase of activity in the area with improved access. The implementation of the landscape proposals and associated SuDs features within the Site Character Zones are likely to create a visual relationship with The Marl whilst enhancing green infrastructure connections within the Zones.</p> <p>The scale of the change would large over a small geographical area. The demolition/ construction activities would be over the short term but would lead to a permanent change whilst other changes would be permanent and irreversible in the</p>	<p>The occupation of the proposed development would result in the residential area returned to its original function for residential dwellings. However, scale of the buildings would have changed from mainly 2 storey properties to a mix of 2 – 12 storey buildings, which would be centred on public open spaces. The taller buildings would also be situated closer to the River Taff, further away from the surrounding traditional residential areas. The architectural quality would have changed as well as streetscape, connectivity, and integration of soft landscape features connecting to adjacent Site Character Zones.</p> <p>The scale of the change would be large scale over a small geographical area. Although the changes would be permanent, the changes would be restricted to within the site and its immediate context, integrating with its surroundings. The magnitude of change is considered to be <b>medium</b>.</p>

		townscape context. The magnitude of change is considered to be <b>great</b> .	
<b>The Marl</b> (Site Character Zone 3) public open space	<p>Trees and vegetation in the south of The Marl would be removed, creating a sense of openness across the park with the River Taff and Cardiff Bay beyond forming its setting to the east. Construction of residential development would encroach on the west and southwest edges of The Marl reducing its overall size and altering the south and west boundary of the park. Access to parts of The Marl within the site are likely to be temporally restricted whilst works are undertaken. Nearby activities associated with demolition and construction that would include the movement of tall cranes and large vehicles, and associated sound is likely to form a detracting feature to the park.</p> <p>The changes within The Marl would be permanent with nearby activities occurring over the short term leading to permanent change. The scale of the changes would be of medium scale over a small geographical area. Overall, the magnitude of change is considered to be <b>medium</b>.</p>	<p>The existing grass rugby pitch would be re-orientated. The installation proposed trees, soft landscape, SuDs features, pedestrian access routes, and other landscape proposals would be completed during this period, creating green infrastructure links to the adjacent areas including the proposed residential development and the River Taff. Pedestrian access to the park is likely to be temporarily restricted during the construction but would be fully returned following completion. The setting of the west of the park is likely to be of tall cranes, movement of vehicles resulting in associated sound, but to the south the residential setting to the park would be returned but with an improved architectural quality, pedestrian access connections, green infrastructure links with an improved visual relationship.</p> <p>The scale of the changes would be of large scale over a small geographical area. Construction activities during this period would be short term leading to permanent change. The change to the residential setting to the south of the park would be permanent with demolition/ construction activities to the west of the park leading to a permanent change. Overall, the magnitude of change is considered to be <b>great</b>.</p>	<p>The establishment new tree planting, soft landscape features, pedestrian routes in The Marl is likely to increase pedestrian activity and draw connections with the residential setting of the park to the south and west, whilst softening the built form on periphery of Cardiff Bay. The River Taff is likely to continue in contributing to the sense of place. The Marl would be fully returned to a public open space and the rugby pitch established in its new orientation. The residential setting would also be returned. The changes are considered to be of medium scale over a small geographical area. The changes to The Marl would be permanent and the character of the park may slightly alter with the introduction of new features, but the overall character is likely to remain unaltered. Overall, the magnitude of change is considered to be <b>medium</b>.</p>
<b>Residential streets</b> (Site Character Zone 4)	<p>The north of the Site Character Zone is likely to remain unchanged during this period as activities associated with the proposed development would be concentrated in the south of the site. In the south of the Site Character Zone there would be an</p>	<p>In the northwest of the Site Character Zone, the 2no. properties would be demolished and the pedestrian access to Ferry Road Park constructed, permanently changing the residential character. Pedestrian activity would increase in this area with</p>	<p>Changes to the residential streets would be established including the new street trees, soft landscape proposals, SuDs features, and connections to the surrounding public open spaces. The establishing green infrastructure elements are likely to</p>

	<p>increase of activity with the demolition of the property on South Clive Street and the construction of the proposed access route. The movement of tall cranes and associated sound with the demolition of the 14 storey tower block adjacent to the character zone is likely to form a detracting feature to the residential character, but once completed connections would be created with the east of the site. The central area of the character zone is likely to have an increase of movement of large vehicles accessing the south of the site for demolition and construction activities.</p> <p>The changes would be medium in scale over a small geographical area. The changes in the south of the Site Character Zone would be permanent with demolition/ construction activities in the central area being over the short term but leading to permanent change. Overall, the magnitude of change is considered to be <b>medium</b>.</p>	<p>visual and green infrastructure links between Ferry Road Park and the site. The character of the north and central area of the Site Character Zone would remain largely residential, but during the demolition and construction works there would be an increase in movement and associated sound. The newly planted trees and soft landscape proposals with SuDs features along the street is likely to soften the new built form with more of a sense of openness with the roads slightly widened and residential buildings set further back. In the south of the Site Character Zone, the vehicular access route would be established adding movement and access between the site and South Clive Street.</p> <p>The changes would be medium - large in scale over a small geographical area. The changes during this period would be permanent although demolition/ construction activities would be over the short term. Overall, the magnitude of change is considered to be <b>great</b>.</p>	<p>create a visual relationship with The Marl and Ferry Road Park, and the River Taff. The adjacent proposed residential development would be fully occupied returning the residential street character. Activity along the streets is likely to be increased with improvements to the pedestrian and vehicle connections throughout the site.</p> <p>The changes would be medium in scale over a small geographical area. The changes to the Site Character Zone would be permanent, but residential character would be reinstated and continuing to establish. Overall, the magnitude of change is considered to be <b>medium</b>.</p>
<p><b>Cardiff Bay Trail</b> adjacent to the east of the site</p>	<p>Demolition and construction activities would be undertaken in close proximity to a short section of the path with the likely addition of associated sound and movement. Temporary access/ diversion may be in place during some of these activities. The over 55s living accommodation would be completed during this period, forming a taller feature in the setting of the trail than the baseline conditions. The removal of the trees and vegetation in the south of The Marl may contribute to the sense of openness alongside The Marl.</p> <p>The scale of the changes for a short section of the trail would be great but would reduce to medium</p>	<p>The over 55s living apartments would be established and in context to other apartments alongside the trail with access fully restored. The implementation of soft landscape proposals for the over 55s accommodation is likely to partially soften the built form at pedestrian level. Construction activities within The Marl would be over the short term and may add associated sound and movement in the setting but would be in context to the A4232 Cardiff Bay Link Road. The scale of the changes would be medium and over a small geographical area. Although the changes alongside the trail would be permanent, the character of the</p>	<p>Changes to the setting of a short section of the trail would be read in the context of nearby existing residential development and open spaces of similar character. Activity along the trail may increase with improved connections from the site, surrounding residential areas and Ferry Road Park to the trail.</p> <p>The scale of the changes would be small over a small geographical area. Although the changes would be permanent, the overall character of the trail is likely to remain unchanged. The magnitude of change is therefore considered to be <b>small</b>.</p>

	<p>scale as demolition and construction of the over 55s living accommodation is completed. The changes would be experienced over a small geographical area. The changes would be mostly permanent and irreversible. Overall, the magnitude of change is considered to be <b>medium</b>.</p>	<p>trail is likely to remain intact. Overall, the magnitude of change is considered to be <b>small</b>.</p>	
<p><b>The River Taff to the east of the site</b></p>	<p>Changes to the River Taff would be mostly indirect with of the movement of tall cranes and large vehicles associated with the demolition and construction of the over 55s living accommodation above and near to the river, which is likely to result in additional sound but would be in context to the sound associated with the A4232 Cardiff Bay Link Road. The removal of trees in the south of The Marl may visually connect the open spaces of Hamadryad Park and The Marl between the river but weaken the green infrastructure connections with the riverbank. As the construction of the over 55s living accommodation progresses, the built form would overlook the river and reflect the nearby flats and apartments but would form a taller feature.</p> <p>The indirect changes to the River Taff would be medium in scale over a small geographical area in the townscape context. Some changes would be permanent, but the demolition / construction activities would be over the short term. The key characteristics of the river would remain largely intact, the magnitude of change is considered to be <b>medium</b>.</p>	<p>The occupation of the over 55s living accommodation would be established. The proposed landscape features that include trees would also be establishing, breaking up the built form above the river and improve the green infrastructure connections with the riverbank. To the north of the over 55s living accommodation the landscape proposals in The Marl would be constructed and planted. To the west of The Marl indirect effects of the demolition and construction of the residential areas are unlikely to affect the character of the River Taff.</p> <p>The indirect changes would be small – medium in scale over a small geographical area. The changes would be primarily permanent and irreversible with the construction of the landscape proposal in The Marl occurring over the short term. The key characteristics of the River Taff are likely to remain unchanged; the magnitude of change is considered to be <b>small</b>.</p>	<p>The Marl above the river would be fully reinstated as a public open space with trees and soft landscape features continuing to establish alongside trees and soft landscape to the south in the over 55s living accommodation. These features would improve the green infrastructure connections with the bank of the river whilst softening the lower storeys of the built form above the river. Pedestrian access alongside the river and within The Marl is likely to result in an increase of activity above the river. The over 55s living accommodation would become integrated with above the river and in context to nearby apartments and flats alongside the river.</p> <p>Although the scale of the built form above the river has changed, the residential development would be in the same location and The Marl would be fully reinstated and establishing, therefore indirect changes are considered to be small in scale over a small geographical area. The changes would be permanent but the overall character of the river in the townscape context would remain intact and continue to contribute to the sense of place to the site. The magnitude of change is considered to be <b>small</b>.</p>
<p><b>The residential setting of the site</b></p>	<p>Demolition and construction activities would occur within close proximity to surrounding residential areas, resulting in additional movement and sound. The demolition of the 14 storey tower block adjacent</p>	<p>During demolition and construction in the west and north of the site, there is likely to be additional movement of large vehicles and cranes with associated sound within the residential setting.</p>	<p>The proposed development would be established and would reinstate the residential character. Changes to the residential setting would be mainly restricted to indirect changes although there is likely to be an</p>

	<p>to the residential area is likely to create more of a sense of openness and remove the incongruous setting and feature. A vehicle access route would be created in the southwest of the site, which is likely to result in an increase in movement on nearby residential streets. This access route would also create a visual relationship with the site.</p> <p>The changes would be over the short term but would lead to a permanent change. The changes would be large in scale when close to the site but reduce to medium/small scale as distance increases. The changes would be over a small geographical area. Overall, the magnitude of change is considered to be <b>great</b>.</p>	<p>Once these activities are completed and the proposed development becomes occupied, the residential character would be reinstated but with an improved architectural quality. The proposed built form would be broken up by newly planted tree, soft landscape proposals and SuDs features. Visual links to The Marl and the adjacent residential blocks would be created in addition to green infrastructure connections.</p> <p>The scale of changes to the residential setting would be large over a medium geographical area. The demolition and construction activities would be over the short term leading to permanent change, but other changes would be permanent and irreversible. The magnitude of change is considered to be <b>great</b> but as activities complete the changes would reduce.</p>	<p>increase of activity though the residential setting with improved vehicle and pedestrian links between the site and adjacent areas. The architectural design, green infrastructure elements, and visual links with the River Taff are likely to enhance the sense of place and openness to the nearby residential setting, but as distance increases from the site effects are likely to reduce. Overtime the proposed development would become integrated into its surrounding context and setting.</p> <p>The changes would be permanent and irreversible, medium in scale, and over a small geographical area. Overall, the magnitude of change is considered to be <b>medium</b>.</p>
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**Other receptors beyond the immediate context of the site – indirect changes**

<p><b>Cardiff Bay</b></p>	<p>Indirect changes might include the movement of tall cranes on the skyline and the removal of the 14 storey tower block, which would be replaced with the over 55s living accommodation.</p> <p>The changes would be small in scale, over a medium geographical area. Some changes would be permanent with demolition/ construction activities over the short term leading to a permanent change. The key characteristics that define the Bay are likely to remain intact. The magnitude of change is therefore considered to be <b>small</b>.</p>	<p>Indirect changes might include the movement of tall cranes on the skyline with distant views of the over 55s living accommodation in context with other tall buildings.</p> <p>The changes would be small in scale, over a medium geographical area, and short term leading to a permanent change. The characteristics defining the Bay are likely to remain intact. The magnitude of change is therefore considered to be <b>small</b>.</p>	<p>Indirect changes of the proposed development would be limited to visual change. The proposed development is unlikely to affect the attractive views in and out of the Bay and the strong sense of place is likely to remain intact. The proposed development is likely to reflect and integrate with the character of the surrounding townscape, the magnitude of change is therefore considered to be <b>negligible</b>.</p>
<p><b>Southern Ely Valley</b></p>	<p>Indirect changes might include the movement of tall cranes in the distance, the removal of the 14 storey tower block, and as construction progresses and completes, distant views of the over 55s living</p>	<p>Indirect changes might include the movement of tall cranes and distant views of the taller buildings on site within the townscape setting. The changes would be small in scale, over a small geographical</p>	<p>Indirect changes of the proposed development would be limited to visual change, where perceptible, and overtime would integrate with its surroundings. The overall character of the area is unlikely to change. The</p>

	<p>accommodation. The changes would be small in scale, over a small geographical area. Some changes would be permanent with demolition/ construction activities over short term leading to a permanent change. The characteristics of the area are unlikely to be altered. The magnitude of change is therefore considered to be <b>small</b>.</p>	<p>area. Some changes would be permanent with demolition/ construction activities over short term leading to a permanent change. The characteristics of the area are unlikely to be altered. The magnitude of change is therefore considered to be <b>small</b>.</p>	<p>magnitude of change is therefore considered to be <b>negligible</b>.</p>
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### *Assessment*

4.143 Consideration of the magnitude of the changes due to the development is combined with consideration of the sensitivity of landscape receptors affected by the development to assess the degree and nature of the effect, and its significance, at each stage of the lifecycle of the development.

4.144 The assessment conclusions are set out in the following table:

Table 4-8 Assessment of townscape/ landscape effects

Townscape/ landscape Receptors	Sensitivity to changes arising from the proposals	Magnitude of change:	Degree & nature of effects & significance: Period 1	Degree & nature of effects & significance: Period 2	Degree & nature of effects & significance: Period 3
<b>Residential areas</b> (Site Character Zones 1 and 2) comprised of the Radburn housing layout and the 14 storey tower block.	<b>Moderate sensitivity</b>	Period 1: <b>Great</b> Period 2: <b>Great</b> Period 3: <b>Medium</b>	<b>Moderate - major adverse</b> due to the demolition and construction activities, and perceptual changes to the character.  No mitigation during this period: <b>Significant</b>	<b>Moderate - major adverse</b> due to the demolition and construction activities, and perceptual changes to the character.  No mitigation during this period: <b>Significant</b>	<b>Moderate effects</b> which is likely to be regarded as <b>beneficial</b> due proposed layout of residential building set around public open space. The irreversible effects would be within the site and immediate context.  <b>Not significant</b>
<b>The Marl</b> (Site Character Zone 3) public open space	<b>High sensitivity</b>	Period 1: <b>Medium</b> Period 2: <b>Great</b> Period 3: <b>Medium</b>	<b>Moderate adverse</b> due to the reduction of The Marl and some perceptual changes in relation to the demolition and construction activities in the setting of The Marl.  <b>Not Significant</b>	<b>Major adverse</b> due to the reduction of The Marl, construction within The Marl, temporary restricted access, and some perceptual changes during construction within The Marl and its setting.  No mitigation during this period: <b>Significant</b>	<b>Moderate neutral.</b> The irreversible removal of part of The Marl is considered adverse. However, the proposed green infrastructure elements, new pedestrian access routes, and the re-orientation of the rugby and improvements are considered beneficial.  <b>Not significant</b>
<b>Residential streets</b> (Site Character Zone 4)	<b>Moderate sensitivity</b>	Period 1: <b>Medium</b> Period 2: <b>Great</b> Period 3: <b>Medium</b>	<b>Moderate adverse</b> due to the demolition and construction activities within the setting of the residential streets that would result in some perceptual changes to the character.  <b>Not Significant</b>	<b>Moderate – major adverse</b> due to the demolition and construction activities within the setting and along parts of the residential streets that would result in some perceptual changes to the character.  No mitigation during this period: <b>Significant</b>	<b>Moderate</b> which are likely to be regarded as <b>beneficial</b> due to the establishment of green infrastructure elements along the streets, increased connectivity between the site and surrounding areas, and the redevelopment of the Radburn housing in the setting of the streets.  <b>Not significant</b>



Townscape/ landscape Receptors	Sensitivity to changes arising from the proposals	Magnitude of change:	Degree & nature of effects & significance: Period 1	Degree & nature of effects & significance: Period 2	Degree & nature of effects & significance: Period 3
<b>Cardiff Bay Trail</b> adjacent to the east of the site	<b>Moderate sensitivity</b>	Period 1: <b>Medium</b> Period 2: <b>Small</b> Period 3: <b>Small</b>	<b>Moderate adverse</b> due to the demolition/ construction activities within the setting of a short section of the trail. <b>Not significant</b>	<b>Minor adverse</b> due to the construction activities within The Marl in the setting of a short section of the trail. <b>Not significant</b>	<b>Minor neutral</b> residential setting and The Marl setting returned to public open space. <b>Not significant</b>
<b>The River Taff</b> to the east of the site	<b>Moderate sensitivity</b>	Period 1: <b>Medium</b> Period 2: <b>Small</b> Period 3: <b>Small</b>	<b>Moderate adverse</b> due to the demolition/ construction activities within the setting of a short section of the river that is likely to alter some perceptual qualities. <b>Not significant</b>	<b>Minor neutral</b> residential setting returned but with construction activities in The Marl that may alter some perceptual qualities but would be in the context of the A4232 Cardiff Bay Link Road. <b>Not significant</b>	<b>Minor neutral</b> some perceptual qualities key characteristics of the river are likely to remain. <b>Not significant</b>
<b>The residential setting</b> of the site	<b>Moderate sensitivity</b>		<b>Moderate – major adverse</b> due to the demolition and construction activities within the area and its setting that are likely to alter perceptual aspects of the area. No mitigation during this period: <b>Significant</b>	<b>Moderate – major adverse</b> due to the demolition and construction activities within the area and its setting that are likely to alter perceptual aspects of the area. No mitigation during this period: <b>Significant</b>	<b>Moderate effects</b> which is likely to be regarded as <b>beneficial</b> due green infrastructure elements within residential setting, the new residential development and altered layout, new pedestrian links that contribute to placemaking. The irreversible effects would be within the site and immediate context. <b>Not significant</b>
<b>Other receptors beyond the immediate context of the site – indirect effects</b>					
<b>Cardiff Bay</b>	<b>Moderate sensitivity</b>	Period 1: <b>Small</b> Period 2: <b>Small</b>	<b>Minor adverse</b> as perceptual qualities may slightly alter	<b>Minor neutral</b> indirect effects would be in context to the townscape setting.	<b>Negligible</b>

Townscape/ landscape Receptors	Sensitivity to changes arising from the proposals	Magnitude of change:	Degree & nature of effects & significance: Period 1	Degree & nature of effects & significance: Period 2	Degree & nature of effects & significance: Period 3
		Period 3: <b>Negligible</b>	during demolition/ construction activities. <b>Not significant</b>	<b>Not significant</b>	
<b>Southern Ely Valley</b>	<b>Moderate sensitivity</b>	Period 1: <b>Small</b> Period 2: <b>Small</b> Period 3: <b>Negligible</b>	<b>Minor neutral</b> indirect effects would be in context to the townscape setting. <b>Not significant</b>	<b>Minor neutral</b> indirect effects would be in context to the townscape setting. <b>Not significant</b>	<b>Negligible</b>

## Effects on Visual Amenity

### *Sensitivity*

4.145 The sensitivity of views is affected by factors such as the distance to the viewer, the number of viewers affected and the importance of the site in the overall view. The context of the viewpoint may also contribute to the ability to accommodate change. For example, people viewing from residential properties or from a valued landscape might be regarded as less able to accommodate change, than those viewing from an industrial context.

4.146 The sensitivity of the visual receptors is assessed as follows:

- People in settlements and residential properties: high susceptibility to changes in their visual amenity; open unobstructed views including the site assessed as of high value: high sensitivity, and filtered, oblique or partial views of medium value: moderate sensitivity.
- Users of public rights of way, areas of public access, and public open spaces: moderate susceptibility to change in their visual amenity; open unobstructed views including the site with some indicators of value attached to the view assessed as medium value: moderate sensitivity, and filtered, oblique or partial views of low value: lesser sensitivity.
- Visitors and users of the Wales Coast Path within the townscape context: moderately susceptibility to change in their visual amenity; distant open and unobstructed views including the site assessed of medium value: moderate sensitivity.
- Users of public roads: low susceptibility to change in their visual amenity; assessed as low value: lesser sensitivity.

### *Magnitude of change*

4.147 The representative views are described below with an analysis of the degree and nature of changes in them resulting from the development, to inform the effects assessment.

Table 4-9 View with development & magnitude of change

<p><b>Viewpoint Reference</b> with distance and direction from the site</p>	<p><b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.)  <b>and Magnitude of change</b></p>	<p><b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl)  <b>and Magnitude of change</b></p>	<p><b>View during Period 3</b> (site fully occupied)  <b>and Magnitude of change</b></p>
<p><b>CC:01 The Marl</b> 0m within the site</p>	<p>The existing trees and vegetation within the south of The Marl would be removed, which is likely to result in views towards the River Taff being more available to the left of the site. There would be views of the demolition activities of the Radburn housing in the south of the site, which would be followed by views of the construction activities associated with the over 55s living accommodation. There would be views of the demolition of the 14 storey tower block in the centre on the view followed by the construction of residential properties in the southwest of the site. Demolition of the Radburn housing in the west of the site would be visible and is likely to briefly open views towards South Clive Street.</p>	<p>There would be views of the completed over 55s living accommodation in the left of the view, which would be viewed at a similar scale to the former 14 storey tower block. To the right of the over 55s living accommodation there would be views of the completed residential areas in the south of the site. To the right, there would be views of the demolition of the remaining Radburn housing and existing trees alongside and followed by the construction activities for the residential areas in the west and north of the site, including the movement of large vehicles and tall cranes. There would be near views of the construction of the landscape proposals in The Marl and the</p>	<p>The re-orientation of the rugby pitch would be viewed in the foreground with new tree planting and other soft landscape proposals establishing alongside the grass pitch. Above The Marl, there would be near views of the proposed residential development with the over 55s living accommodation in the left of the view forming the tallest building in the view. The proposed development is likely to screen views of the River Taff and prevent distant views. The landscape proposals in The Marl is likely to partially screen and filter views of the residential area to the south and west.  The permanent change to the view is considered to be of medium scale with exiting residential development replaced with larger scale residential</p>

<p><b>Viewpoint Reference</b> with distance and direction from the site</p>	<p><b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.) <b>and Magnitude of change</b></p>	<p><b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl) <b>and Magnitude of change</b></p>	<p><b>View during Period 3</b> (site fully occupied) <b>and Magnitude of change</b></p>
	<p>The scale of the change would be large with the removal of vegetation, the activities associated with the replacement of the 14 storey tower block with over 55s living accommodation close to the River Taff, and the demolition of existing housing replaced with construction of new housing. Open views of the changes would over a short duration but would lead to a permanent change. The changes to the near view would be viewed over a wide angle of the view but is likely to be experienced over a moderate geographical extent. Overall, the magnitude of change is considered to be <b>great</b>.</p>	<p>implementation of proposed trees, shrubs and other vegetation. The scale of the changes is considered to be large, which would be over a short period but would lead to a permanent change. The changes would be viewed over a wide angle of the view and is likely to be experienced over a moderate geographical area. Views of the changes would be open and near, particularly the construction activities in The Marl. Overall, the magnitude of change is considered to be <b>great</b>.</p>	<p>development and the characteristics of the public open space remaining. The proposed development is likely to be integrated with its built surroundings. The near views would be experienced over a wide angle of the view and would not be reversible. Overall, the magnitude of change is considered to be <b>great</b>.</p>
<p><b>02 A4119 Clarence Road, bridge over the River Taff</b> 760m to the northeast</p>	<p>The demolition activities for the Radburn housing in the south of the site is likely to be partially visible above the River Taff, to the left of the existing 14 storey tower block. Following the demolition, there are likely to be views of tall cranes and structures</p>	<p>The over 55s living accommodation would be viewed above the River Taff at a similar height to the school building on the opposite side of the river. The building would screen some views of the distant hill but to the right views of</p>	<p>There would be views of the proposed development to the left of The Sand Wharf apartment buildings, above the River Taff. The taller buildings of the proposed development would be viewed to the left, in context with middle</p>

<b>Viewpoint Reference</b> with distance and direction from the site	<b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.) <b>and Magnitude of change</b>	<b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl) <b>and Magnitude of change</b>	<b>View during Period 3</b> (site fully occupied) <b>and Magnitude of change</b>
	<p>associated with the construction of the over 55s living accommodation in the southeast of the site. Vegetation along the River Taff is likely to filter some views, but tall structures would be viewed above the vegetation. To the right, there would be views of the demolition of the 14 storey tower block, but The Sand Wharf apartment blocks would partially screen views. The Sand Wharf apartments are also likely to screen views of the demolition of the Radburn housing in the west of the site. To the left of the Sand Wharf apartments there are likely to be views of some construction activities in the south of the site, and some tall cranes may puncture the skyline.</p> <p>The scale of the changes is considered to be small given the context of the school buildings, the distance views of the site that are tunnelled between the banks of the River Taff. View of the 14</p>	<p>the hill would be more open above the residential development. Vegetation along the banks of the River Taff are likely to filter views of the lower storeys of the proposed development in the south of the site. The Sand Wharf apartments are likely to screen views of the remaining demolition of the Radburn housing and the majority of the construction activities for the residential area in the west and north of the site. However, there may be glimpses of tall cranes between gaps in the apartment buildings.</p> <p>The scale of the changes to the view would be small within the townscape context. The changes to the view would be experienced from a small geographical area and over a small angle of the view for a short duration. Although the activities would lead to a</p>	<p>distant views of the school buildings on the east side of the river. Below the skyline there would be views of some 5 storey proposed buildings in the south of the site, which would screen existing views of the residential development to the south. It is likely that vegetation along the River Taff with proposed trees and vegetation in the southeast of the site would screen and filter views of the lower storeys of the proposed buildings.</p> <p>The permanent and irreversible changes to the view in the distance would be experienced over a small geographical area. The scale of the changes are considered to be small with the proposed development replacing existing views of residential development. The taller buildings of the proposed development would be viewed in context to surrounding development, and would be of comparable scale, including the former 14 storey</p>

<p><b>Viewpoint Reference</b> with distance and direction from the site</p>	<p><b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.) <b>and Magnitude of change</b></p>	<p><b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl) <b>and Magnitude of change</b></p>	<p><b>View during Period 3</b> (site fully occupied) <b>and Magnitude of change</b></p>
	<p>storey tower block would be replaced with views of the over 55s living accommodation. During the short term there would be views of tall cranes puncturing the skyline adding movement to the view. The changes would be experienced over a small geographical area and over a small angle of the view. The duration of the changes would be over the short term but would lead to a permanent change. Overall, the magnitude of change is considered to be <b>small</b>.</p>	<p>permanent change, the magnitude of change is considered to be <b>small</b>.</p>	<p>tower block. The changes would be viewed over a small angle of the view. Overall, the magnitude of change is concluded to be <b>small</b>.</p>
<p><b>03 Hamadryad Park</b> 190m to the east</p>	<p>The demolition of the Radburn housing would be viewed to the left of the existing 14 storey tower block. To the right of the tower block, the existing trees and vegetation within the south of The Marl would be removed. This is likely to open up views of the Radburn housing in the west of the site, although some views may be still be filtered by the existing vegetation along the banks of the River Taff.</p>	<p>The completed over 55s living accommodation would be viewed to the right of the existing 4 storey residential blocks overlooking the River Taff. In the north of the site it is likely there would be filtered views of the demolition of the remain Radburn housing with tall cranes puncturing the skyline during demolition and construction. There are also likely to be views</p>	<p>The proposed development would be viewed between the residential development to the south of the site and the Sand Wharf apartment blocks to the northeast of the site. The over 55s living accommodation would be viewed in context to the nearby Sand Wharf apartments and the 4 storey block of flats overlooking the River Taff. To the right of the over 55s living accommodation, the</p>

<p><b>Viewpoint Reference</b> with distance and direction from the site</p>	<p><b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.) <b>and Magnitude of change</b></p>	<p><b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl) <b>and Magnitude of change</b></p>	<p><b>View during Period 3</b> (site fully occupied) <b>and Magnitude of change</b></p>
	<p>Following the demolition, there would be views of the construction, including tall cranes, of the over 55s living accommodation to the left of the existing tower block. In the centre of the view, the demolition of the 14 storey tower block would be partially screened by the construction of the over 55s living accommodation, although there would views of the activity immediately to the right of the block and some tall cranes may be viewed above the block.</p> <p>The scale of the changes to the near, partially screened and filtered views would be medium with views of the existing 14 storey tower block and Radburn housing in the south of the site replaced with views of the over 55s living accommodation. The changes would be viewed over a medium proportion of the angle of view, which are likely to be experienced from a medium geographical area.</p>	<p>of the construction of the landscape proposals in The Marl, but as soft landscape proposal establish, views of the residential development below the horizon line to the west is likely to become more filtered.</p> <p>The scale of the changes would be large with the construction of the remaining residential area and occupation of the over 55s living accommodation viewed over a wide proportion of the angle of the view. The changes to the view are likely to be visible over a medium geographical area with some of the changes being permanent and irreversible. However, the construction and demolition activities would be short in duration leading to permanent change. Overall, the magnitude of change is considered to be <b>great</b>.</p>	<p>proposed trees and shrub planting within The Marl and the existing vegetation along the River Taff bank is likely to filter views towards the residential area in the west of the site. It is likely that the 5 storey blocks would be viewed just above the vegetation and skyline, but filtered views of the 2 – 4 storey housing and blocks of flats would be viewed below the horizon.</p> <p>The scale of the change would be medium over a wide proportion of the angle of view and would be viewed from a moderate geographical extent. Although the changes to the view would be permanent and irreversible, it is likely that partially screened and filtered views of the proposed development to the right of the over 55s living accommodation would integrate into view as landscape proposals establish with former views of residential development in the west and north of</p>



<p><b>Viewpoint Reference</b> with distance and direction from the site</p>	<p><b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.) <b>and Magnitude of change</b></p>	<p><b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl) <b>and Magnitude of change</b></p>	<p><b>View during Period 3</b> (site fully occupied) <b>and Magnitude of change</b></p>
	<p>The duration of the changes would be over the short term but would lead to a permanent change. Overall, the magnitude of change is considered to be <b>medium</b>.</p>		<p>the site replaced with views of the proposed residential development below the horizon line. The magnitude of change is therefore considered to be <b>medium</b>.</p>
<p><b>04 A4232 Cardiff Bay Link Road</b> 220m to the southeast</p>	<p>There would be views of the demolition of the Radburn housing to the right of the 4 storey blocks of flats to the south of the site. Following the demolition activities, there would be views of the construction of the over 55s living accommodation to the right of the existing 14 storey tower block. Existing trees and vegetation in the south of The Marl is likely to be removed, but as construction progresses for the over 55s living accommodation, views of the south of The Marl would be screened. The demolition of the 14 storey tower block would be viewed to the left of the over 55s living accommodation. There are likely to be some views of the construction activities for the residential area</p>	<p>The over 55s living accommodation would be viewed in the centre of the view overlooking the River Taff. The buildings would partially screen views of the wooded hills in the distance and the roofscape views to the west of the site. Between the completed over 55s living accommodation and the Sand Wharf apartments, there are likely to be views of the construction activities within The Marl. The remaining demolition and construction of the residential development in the north and west of the site is likely to be screened by the completed over 55s living accommodation.</p>	<p>There would be views of the over 55s living accommodation to the right of the existing 4 storey blocks of flats, which would screen views of the majority of the residential area in the west and north of the site. To the left of the over 55s living accommodation, there would be views of the residential development between some gaps in the 4 storey buildings to the south of the site. To the right, there are likely to be filtered views of the proposed landscape scheme in The Marl. The scale of the changes to the view is considered to be medium. The proposed development would be viewed over a wide proportion of the angle of</p>

<p><b>Viewpoint Reference</b> with distance and direction from the site</p>	<p><b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.) <b>and Magnitude of change</b></p>	<p><b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl) <b>and Magnitude of change</b></p>	<p><b>View during Period 3</b> (site fully occupied) <b>and Magnitude of change</b></p>
	<p>in the southwest of the site to the left of the over 55s living accommodation. However, the existing 4 storey blocks of flats in the left of the view would screen some views. It is likely that the completed over 55s living accommodation would screen views of the demolition of the Radburn housing in the west of the site.</p> <p>The scale of the changes to the view is likely to be medium within the residential context. The changes would be over a medium proportion of the angle of view and over a medium geographical area. The duration of the changes would be over the short term but leading to a permanent change. Overall, the magnitude of change is considered to be <b>medium</b>.</p>	<p>The scale of the change is considered to be medium, would be viewed over a wide proportion of the angle of view, and over a medium geographical area. The changes to the view would be mostly permanent and irreversible with some views of short term construction activities that would lead to a permanent change. Overall, the magnitude of change is considered to be <b>medium</b>.</p>	<p>view and the changes would be experienced from a medium geographical extent. Although the changes to the view would be permanent the magnitude of change within the townscape context is considered to be <b>medium</b>.</p>
<p><b>05 Top of Grangemoor Park</b></p>	<p>Demolition of the Radburn housing in the south of the site is likely to be largely screened by the</p>	<p>The over 55s living accommodation would be partially visible above the flats along Ferry Road</p>	<p>The roofscape of the residential development would be viewed in the middle ground of the view,</p>

<p><b>Viewpoint Reference</b> with distance and direction from the site</p>	<p><b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.) <b>and Magnitude of change</b></p>	<p><b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl) <b>and Magnitude of change</b></p>	<p><b>View during Period 3</b> (site fully occupied) <b>and Magnitude of change</b></p>
<p><b>adjacent to the “Silent Links” sculpture</b> 450m to the west</p>	<p>intervening built form. However, there are likely to be views of tall cranes in the middle ground of the view, above the blocks of flats along Ferry Road. The construction of the over 55s living accommodation in the distance is likely to be partially screened by the existing 14 storey tower block, but as the tower is demolished and construction of the over 55s living accommodation progresses, there are likely to be views of upper portions of the proposed buildings. Views of The Marl, above the blocks of flats along Ferry Road, may become more open as trees and vegetation within the park is cleared.</p> <p>The scale of the changes would be small – medium within the townscape context. Although the changes would be viewed over a medium proportion of the angle of view, the majority of the views are likely to be screened by intervening built</p>	<p>below St David’s Hotel in the distance with the 12 storey block forming a more slender feature than the former 14 storey tower block. Demolition of the Radburn housing in the north of the site, the properties in the northwest of the site on South Clive Street, and the construction of the residential area in the west and north of the site is likely to be partially visible between gaps and above the roofline of the existing flats along Ferry road. Any views of the construction of the landscape proposals in The Marl in the distance is likely to be viewed in context to the construction of the surrounding residential area.</p> <p>The scale of the changes to the view would be medium and viewed over a medium proportion of the angle of view, over a small geographical area. Some changes to the view would be</p>	<p>above the existing flats along Ferry Road and below the distant buildings in Cardiff Bay. Some views of the residential development are likely to be partially screened or filtered by intervening trees and vegetation. The over 55s living accommodation would be viewed below the skyline, except for the 12 storey block but would be more slender and lower in height than the former 14 storey tower block. The proposed development would be integrated and viewed in context to the surrounding build form.</p> <p>The scale of the changes would be medium, over a medium proportion of the angle of the view and viewed over a small geographical area. Although the changes to the view would be permanent, the proposed residential would be assimilated into the wide view of the townscape context. Overall, the magnitude of change is considered to be <b>small</b>.</p>

<p><b>Viewpoint Reference</b> with distance and direction from the site</p>	<p><b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.) <b>and Magnitude of change</b></p>	<p><b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl) <b>and Magnitude of change</b></p>	<p><b>View during Period 3</b> (site fully occupied) <b>and Magnitude of change</b></p>
	<p>form and limited to views of tall cranes and structures as activity progresses. The changes would be viewed over a small geographical area. The duration of the changes would be over the short term but would lead to a permanent change. Overall, the magnitude of change is considered to be <b>small - medium</b>.</p>	<p>permanent and irreversible with demolition/ construction activities occurring over the short term but leading to a permanent change. Overall, the magnitude of change is concluded to be <b>medium</b>.</p>	
<p><b>06 Cardiff Bay Barrage close to the Scott of the Antarctic exhibition</b> 1.3km to the southeast</p>	<p>Views of the demolition of the Radburn housing in the south of the site are likely to be limited to distant views of tall cranes and other structures. The construction of the over 55s living accommodation would be partially screened by the A4232 Cardiff Bay Link Road, but there would be views of tall cranes and the upper portions of the proposed buildings as construction progresses above the road. There would be distant views of the demolition of the existing 14 storey tower block to the left of the over 55s living accommodation.</p>	<p>The over 55s living accommodation would be viewed in the centre of the view, to the right of the existing Prospect Place tall buildings. The buildings would be viewed above the A4232 Cardiff Bay Link Road and would partially screen far distance views of the hills in the background of the view and would be of a comparable scale to the former 14 storey tower block. Demolition of the Radburn housing and construction activities of the remaining residential development in the west</p>	<p>The over 55s living accommodation would be the main feature of the proposed development that would be visible from the viewpoint. It would be viewed in the distance, above the A4232 Cardiff Bay Link Road, and seen in context with the existing taller buildings to the south at Prospect Place. To the left of the over 55s living accommodation, it is unlikely that roofscape views of the proposed residential development would be discernible above the existing 4 storey blocks of flats to the south of the site. There are likely to be distant</p>

<p><b>Viewpoint Reference</b> with distance and direction from the site</p>	<p><b>View during Period 1</b> (demolition of Radburn housing layout in the southeast of the site. Removal of existing groups of trees and vegetation in the south of The Marl. Followed by construction of over 55s living accommodation, demolition of the 14 storey tower block, property on South Clive Street in the southwest of the site, and Radburn housing in the south of the site. Followed by construction of residential area in the southwest and south of the site, highway improvements to Channel View Road, and access route to South Clive Street. Followed by occupation of the over 55 living accommodation and some residential properties in the south of the site, and demolition of Radburn housing in the west of the site.) <b>and Magnitude of change</b></p>	<p><b>View during Period 2</b> (Construction of the landscape proposals for the over 55s living accommodation and public open spaces in the south of the site. Demolition of the remaining Radburn housing in the north of the site followed by the construction of the remaining residential areas in the west of the site. Demolition of the 2no. houses in the northwest of the site on South Clive Street and construction of highway proposals and associated SuDs features. Construction of landscape proposals for The Marl) <b>and Magnitude of change</b></p>	<p><b>View during Period 3</b> (site fully occupied) <b>and Magnitude of change</b></p>
	<p>Construction of the residential area in the southwest of the site is likely to largely screened by the 4 storey flats to the south of the site.</p> <p>The scale of the changes would be small, over a small proportion of the angle of the view and experienced from a moderate geographical area. Although the duration of the changes would be over the short term they would lead to a permanent change. Overall the magnitude of change is considered to be <b>small</b>.</p>	<p>and north of the site is likely to be largely screened by the over 55s living accommodation, but there could be glimpse views of tall cranes.</p> <p>The scale of the changes would be small and viewed over a small proportion of the angle of the view. The changes would be experienced from a moderate geographical area. The changes to the view would be mainly permanent and irreversible with distant glimpses of demolition/ construction activities occurring over the short term. Overall, the magnitude of change is considered to be <b>small</b>.</p>	<p>views of the residential development between gaps of the over 55s living accommodation, which would be viewed in context to the surrounding residential development.</p> <p>The scale of the changes to the view would be small, viewed over a small proportion of the angle of the view, and experienced from a moderate geographical area. Although the changes to the view would be permanent and irreversible, it is likely the proposed development would be integrated into its surrounding built context on the periphery of Cardiff Bay. The magnitude of change is therefore concluded to be <b>small</b>.</p>

### *Assessment*

- 4.148 The visual effects assessment has been informed by the ZTV study shown on **Figure LA.07**. It identified a number of locations from which the proposed development might be theoretically visible. A selection of representative views to illustrate the views available at a range of distances and for different receptors are identified and described in **Table 4-10** and the sensitivity of the viewers (visual receptors) represented defined.
- 4.149 The following table sets out the assessment of effects on the visual amenity of the identified viewers likely to be affected by the proposals:

Table 4-10 Assessment of visual effects

Visual Receptors & Sensitivity	Reference Viewpoints	Magnitude of change	Degree & nature of effects & significance: Period 1	Degree & nature of effects & significance: Period 2	Degree & nature of effects & significance: Period 3
<p>People in settlements and residential properties close to the site with filtered, oblique or partial views: <b>moderate sensitivity</b></p> <p>Users of public rights of way and public open space close to the site with open unobstructed views including the site: <b>moderate sensitivity</b></p>	<b>CC:01 - The Marl</b>	<p>Period 1: <b>Great</b></p> <p>Period 2: <b>Great</b></p> <p>Period 3: <b>Great</b></p>	<p><b>Moderate - major adverse</b> large-scale changes for moderately sensitive receptors.</p> <p>No mitigation during this period: <b>Significant</b></p>	<p><b>Moderate - major adverse</b> large-scale changes for moderately sensitive receptors.</p> <p>No mitigation during this period: <b>Significant</b></p>	<p><b>Moderate - major</b> that are likely to be regarded as <b>beneficial</b> due to the improved visual relationship with the residential setting forming the backdrop to the establishing landscape proposals in The Marl.</p> <p>As distance increases from the southeast of the site, visual effects are likely to reduce to <b>moderate beneficial</b>.</p> <p><b>Not significant</b></p>
<p>People in settlements and residential properties beyond 750m of the site with filtered, oblique or partial views: <b>moderate sensitivity</b></p>	<b>02 - A4119 Clarence Road, bridge over the River Taff</b>	<p>Period 1: <b>Small</b></p> <p>Period 2: <b>Small</b></p> <p>Period 3: <b>Small</b></p>	<p><b>Minor adverse</b> localised change in the townscape setting with tall cranes during demolition/ construction puncturing the skyline.</p> <p><b>Not significant</b></p>	<p><b>Minor adverse</b> localised change in the townscape setting with tall cranes during demolition/ construction puncturing the skyline.</p> <p><b>Not significant</b></p>	<p><b>Minor neutral</b> localised change in the townscape setting.</p> <p><b>Not significant</b></p>
<p>Users of public rights of way, National Cycle Route 8, and users of public open space to the east and within 200m of the site with open unobstructed views including the site: <b>moderate sensitivity</b></p>	<b>03 - Hamadryad Park</b>	<p>Period 1: <b>Medium</b></p> <p>Period 2: <b>Great</b></p> <p>Period 3: <b>Medium</b></p>	<p><b>Moderate adverse</b> changes in near views for moderately sensitive receptors where views of the landscape are not the principle focus of interest.</p> <p><b>Not significant</b></p>	<p><b>Moderate - major adverse</b> large scale changes in near views for moderately sensitive receptors where views of the landscape are not the principle focus of interest.</p> <p>No mitigation during this period: <b>Significant</b></p>	<p><b>Moderate neutral</b> changes in near views for moderately sensitive receptors where views of the landscape are not the principle focus of interest with residential backdrop reinstated.</p> <p><b>Not significant</b></p>
<p>Users of National Cycle Route 8 and public access to the southeast and within 250m of the site with open unobstructed</p>	<b>04 - A4232 Cardiff Bay Link Road</b>	<p>Period 1: <b>Medium</b></p>	<p><b>Moderate adverse:</b> changes to the view for moderately sensitive receptors alongside the busy and</p>	<p><b>Moderate adverse:</b> changes to the view for moderately sensitive receptors alongside the busy and noisy A4232 main road. Tall</p>	<p><b>Moderate neutral:</b> changes to the view within the townscape setting for moderately sensitive receptors</p>

Visual Receptors & Sensitivity	Reference Viewpoints	Magnitude of change	Degree & nature of effects & significance: Period 1	Degree & nature of effects & significance: Period 2	Degree & nature of effects & significance: Period 3
views including the site: <b>moderate sensitivity</b>		Period 2: <b>Medium</b> Period 3: <b>Medium</b>	noisy A4232 main road. Tall cranes may alter some perceptual qualities during demolition/ construction. <b>Not significant</b>	cranes may alter some perceptual qualities during demolition/ construction. <b>Not significant</b>	alongside the fast moving and noisy A4232 main road. <b>Not significant</b>
Users of public open space to the west and within 500m of the site with open unobstructed views including the site: <b>moderate sensitivity</b>	<b>05 - Top of Grangemoor Park adjacent to the "Silent Links" sculpture</b>	Period 1: <b>Small-Medium</b> Period 2: <b>Medium</b> Period 3: <b>Small</b>	<b>Moderate neutral:</b> changes to the view would be in context to the townscape surroundings. <b>Not significant</b>	<b>Moderate neutral:</b> changes to the view would be in context to the townscape surroundings. <b>Not significant</b>	<b>Minor</b> effects that may be regarded as <b>beneficial</b> due to the replacement of the 14 storey tower block and the new residential development viewed in context to the townscape setting. <b>Not significant</b>
Users of public open space and users of National Cycle Route 8 to the southeast and beyond 1.25km of the site with open unobstructed views including the site: <b>moderate sensitivity</b>  Visitors and users of the Wales Coast Path within the townscape context with distant open and unobstructed views including the site: <b>moderate sensitivity</b>	<b>06 - Cardiff Bay Barrage close to the Scott of the Antarctic exhibition</b>	Period 1: <b>Small</b> Period 2: <b>Small</b> Period 3: <b>Small</b>	<b>Minor neutral:</b> changes to the view in the distance would be in context to the townscape backdrop. <b>Not significant</b>	<b>Minor neutral:</b> changes to the view in the distance would be in context to the townscape backdrop. <b>Not significant</b>	<b>Minor neutral:</b> changes to the view in the distance would be in context to the townscape backdrop. <b>Not significant</b>
Users of public rights of way, National Cycle Route 8, users of areas of public access, with filtered, oblique or partial views: <b>lesser sensitivity</b> and  Road users with filtered, oblique or partial views: <b>lesser sensitivity</b>	<b>02 - A4119 Clarence Road, bridge over the River Taff</b>	Period 1: <b>Small</b> Period 2: <b>Small</b> Period 3: <b>Small</b>	<b>Minor adverse</b> localised change in the townscape setting with tall cranes during demolition/ construction puncturing the skyline. <b>Not significant</b>	<b>Minor adverse</b> localised change in the townscape setting with tall cranes during demolition/ construction puncturing the skyline. <b>Not significant</b>	<b>Minor neutral</b> localised change in the townscape setting. <b>Not significant</b>



Visual Receptors & Sensitivity	Reference Viewpoints	Magnitude of change	Degree & nature of effects & significance: Period 1	Degree & nature of effects & significance: Period 2	Degree & nature of effects & significance: Period 3
Road users with filtered, oblique or partial views: <b>lesser sensitivity</b>	<b>04 - A4232 Cardiff Bay Link Road</b>	Period 1: <b>Medium</b> Period 2: <b>Medium</b> Period 3: <b>Medium</b>	<b>Minor adverse:</b> changes to the view would be short in duration for fast moving road users with views partially screened by crash barriers. <b>Not significant</b>	<b>Minor adverse:</b> changes to the view would be short in duration for fast moving road users with views partially screened by crash barriers. <b>Not significant</b>	<b>Minor neutral:</b> changes to the view would be in the townscape context, short in duration for fast moving road users, and partially screened by crash barriers. <b>Not significant</b>
People in settlements and residential properties close to the site with filtered, oblique or partial views: <b>moderate sensitivity</b> Users of public rights of way and public open space close to the site with open unobstructed views including the site: <b>moderate sensitivity</b>	<b>CC:01 - The Marl</b>	Period 1: <b>Great</b> Period 2: <b>Great</b> Period 3: <b>Great</b>	<b>Moderate - major adverse</b> large-scale changes for moderately sensitive receptors. No mitigation during this period: <b>Significant</b>	<b>Moderate - major adverse</b> large-scale changes for moderately sensitive receptors. No mitigation during this period: <b>Significant</b>	<b>Moderate - major</b> that are likely to be regarded as <b>beneficial</b> due to the improved visual relationship with the residential setting forming the backdrop to the establishing landscape proposals in The Marl. As distance increases from the southeast of the site, visual effects are likely to reduce to <b>moderate beneficial</b> . <b>Not significant</b>



## SUMMARY AND CONCLUSIONS

- 4.150 This Townscape and Visual Impact Assessment (TVIA) has considered the likely effects of the proposed development on the townscape/ landscape character and visual amenity within a 3km study area.
- 4.151 The findings of this TVIA are based on the proposed redevelopment of the Channel View site in Grangetown that would comprise the demolition of 188 residential units, including the 14 storey tower block. The construction of up to 400 new residential dwellings is proposed, including over 55s living accommodation. The proposed buildings on the site would range from 2 – 12 storeys high. Other proposals include the provision of commercial space; improvements to vehicular, cycle, and pedestrian routes; as well as improvements to The Marl park and sports pitches, proposed areas of public open space, and proposed SUDs features and associated works.
- 4.152 The methodology used for assessing the potential effects on townscape/landscape character and visual amenity were based on the recommendations in GLIVA3<sup>20</sup>. The application of the guidance document established an appropriate scope for this assessment to be undertaken. Cardiff Council were also consulted on the methodology and the initial viewpoint selection.

### The Proposed Development

- 4.153 The redevelopment of the site would comprise the demolition of 188 residential units that are mainly 2 storey high red brick terraced properties that form the Radburn layout in the west and south of the site. In the southwest of the site, the existing 14 storey tower block and up to 3no. properties along South Clive Street would be demolished. The associated amenity grass, individual trees, and residential access roads associated with the Radburn layout and the tower block would also be removed. Within The Marl park, the existing groups of trees and vegetation within the south of the park would also be removed.
- 4.154 The demolished residential development would be replaced with the construction of up to 400 new residential dwellings, which are also to be located in the west and south of the site. The residential development would comprise of a mix of houses and apartment buildings set out in a series of blocks that would each be centred on public open space areas. The blocks would be separated by residential roads that would be lined by new tree planting, soft landscape, and would incorporate SuDs features.
- 4.155 In the southwest of the site, the proposed houses would be 2 storeys high with pitched roofs forming short rows of terraces that would be orientated towards Channel View Road. In the west and south of the site the proposed apartment buildings would comprise a mix of 3, 4, 5 storey high units with some 3 and 4 storey blocks alongside The Marl. In the southeast of the site and

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<sup>20</sup> Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition published by The Landscape Institute and the Institute of Environmental Management & Assessment in 2013

orientated towards the River Taff is the proposed over 55s living accommodation, which would be two buildings formed of a mix of a 12 and 8 storey high buildings broken up by 5 storey blocks with roof terraces.

- 4.156 The proposed residential development encroaches onto the existing west and southwest extent of The Marl public open space. Proposals for The Marl include re-orientating the existing rugby pitch in a northwest to southeast direction, which would be surrounded by retained trees, proposed trees, raised landform areas for play, SuDs features, and species rich grassland. To the south of the re-orientated rugby pitch, new pedestrian footpaths would connect the new residential development to the Cardiff Bay Trail. Formal tree planting in The Marl would create vistas between the new residential development and the River Taff.
- 4.157 Along South Clive Street, two access points are proposed: one in the southwest of the site and the other a pedestrian access route in the northwest of the site, which would replace the demolished properties. The southwest access point would connect South Clive Street with proposed development. The access point in the northwest would provide a pedestrian link between South Clive Street and Ferry Road Park.

### **Townscape/ Landscape Assessment**

- 4.158 The townscape/ landscape assessment assessed the potential impact on landscape/ townscape receptors during the various and overlapping demolition, construction, and occupation of the proposed development for a timeframe of circa 10 years.
- 4.159 LANDMAP assessments were referred to, which identified the key characteristics of the site and surrounding area, of relevance includes: the area is built on the coastal plain with low hills on the edge of the Vale of Glamorgan; the area is mainly residential with dense streets in Grangetown, which was largely development before 1945; there are areas of commercial development; and there are some area of open green space and wooded areas.
- 4.160 A site-specific appraisal was also carried out identifying the townscape/ landscape features, characteristics, and aesthetics. The site appraisal confirmed the site's location in Grangetown, Cardiff, occupying land immediately to the west of the River Taff on the north periphery of Cardiff Bay. The site is within a residential setting comprised of post-war housing, modern apartments orientated towards the River Taff, and mixed residential development of comprised of houses, townhouses, and blocks of flats. The edges of residential areas are defined by the Ferry Road Retail Park to the west and the A4232 Cardiff Bay Link Road over the River Taff. Site Character Zones of the site include: a 14 storey tower block; Radburn housing layout; The Marl park; and residential roads. Alongside the site is a short section of the Cardiff Bay Trail and there are a number of nearby public open space including Hamadryad Park on the east side of the River Taff, Ferry Road Park to the northwest of the site; and to the west on an elevated area is Grangemoor Park.
- 4.161 The assessment of townscape/landscape effects considered the effects of the proposed development on Site Character Zones (areas within the site), the residential setting of the site, the

Cardiff Bay Trail adjacent to the site, the River Taff to the east of the site, as well as effects on the landscape context of the site beyond the immediate setting of the site. The findings of the assessment concluded that effects on the townscape/ landscape features within the site would be **moderate adverse** or **moderate – major adverse** during Period 1 and 2. **Significant** effects were concluded where the degree of effects were assessed as moderate – major adverse with no mitigation proposals. However, following completion and occupation of the site during Period 3, effects would reduce **moderate neutral** or may be regarded as **beneficial** for some Site Character Zones due to the redevelopment of the residential areas with public open spaces, increase pedestrian connectivity throughout the site, increase green infrastructure elements throughout the site, improvements to the rugby pitch on The Marl, and improvements to the residential layout, materials, and quality that would integrate into the surrounding townscape context.

- 4.162 Within the immediate context of the site, effects on the Cardiff Bay Trail and the River Taff were assessed as **moderate adverse, not significant** during Period 1 which would reduce to minor neutral during Period 2 and 3. For the residential setting, effects were assessed as **moderate – major adverse, significant** with no mitigation proposals during Periods 1 and 2, which would reduce to **moderate beneficial** during Period 3.
- 4.163 Beyond the immediate context of the site, effects on the surrounding townscape/ landscape would be restricted to indirect effects. The assessment considered effects on Cardiff Bay and the elevated slopes of the Southern Ely Valley, which were concluded to be **minor neutral** during Periods 1 and 2. Following completion of the proposed development, during occupation, effects would reduce to **negligible** as any indirect effects of the proposed development would alter the characteristics of each area.
- 4.164 The redevelopment of the site would change the character of the residential areas within the site and remove features of the site including the 14 storey tower block, the Radburn housing layout, 3no. properties along South Clive Street, and some existing trees and vegetation. However, the majority of these features contribute little in terms of townscape/ landscape to value of the area, a sense of place, and placemaking. During demolition and construction, activity on the site would increase and is likely to change some perceptual qualities during these phases within the townscape context. However, once the proposed development is completed and occupied, some changes to the site are considered to be beneficial due to the proposed increase of green infrastructure elements, connectivity throughout the site, improvements to the rugby pitch, and increase of public open spaces, and enhancements to the residential layout and form. Beyond the immediate context of the site, the proposed development is unlikely to have any indirect effects on the surrounding townscape/ landscape.

## **Visual Assessment**

- 4.165 To confirm the baseline studies of designations, landscape character, and ZTV mapping, a total of 11no. views were photographed. 6no. of the view locations were carried forward to the viewpoint assessments.

- 4.166 The visual assessment concluded that for **residents** close to the site with filtered, oblique or partial views visual effects were assessed as **moderate – major adverse** and **significant** with no mitigation proposals during Periods 1 and 2. Following the completion of the proposed development, adverse and significant visual effects would reduce to **beneficial** and **not significant**. As distance increases from the site, visual effects would further reduce to **moderate beneficial**. Beyond 750m of the site, visual effects for residents were assessed as **minor adverse** during Periods 1 and 2, but visual effects would reduce to **minor neutral** during Period 3 following completion of the proposed development.
- 4.167 For **users of public open space** within and close the site, visual effects were also concluded to be **moderate – major adverse** and **significant** with no mitigation proposals during Periods 1 and 2, reducing to **beneficial** and **not significant** during Period 3. Beyond 500m of the site from elevated locations, visual effects for users of public open space was concluded to be **moderate neutral** during Periods 1 and 2, reducing to **minor beneficial** during Period 3 due to the removal of the 14 storey tower block with the proposed development integrating into the townscape backdrop. Beyond 1.25km of the site, visual effects of the proposed development in the distance for users of public open space was concluded to be **minor neutral** throughout the 3 Periods of assessment.
- 4.168 Visual effects for **users of public rights way and National Cycle Route 8** with open and unobstructed views towards the site and with 250m of the site were mostly concluded to be **moderate adverse** during Periods 1 and 2, although within 200m of the site, during Period 2, visual effects were concluded to be **moderate – major adverse** and **significant** with no mitigation proposals. Following completion of the proposed development, visual effects would all reduce to **moderate neutral**. Beyond 750m of the site, visual effects for **users of National Cycle Route 8** were concluded to be **minor adverse** during Periods 1 and 2, reducing to **minor neutral** after completion during Period 3. For **users of the Wales Coast Path** within the townscape context and beyond 1.25km of the site, visual effects were concluded to be **minor neutral** throughout all assessment periods.
- 4.169 For **road users** beyond 200m of the site, the visual effects were concluded to be **minor adverse** during Periods 1 and 2, reducing to **minor neutral** during Period 3 after completion. Road users would typically have oblique or partial views towards the proposed development that would be short in duration with the proposals viewed in context to the surrounding townscape.
- 4.170 Overall, adverse visual effects would mainly occur during assessment Periods 1 and 2, which coincides with demolition and construction activities on the site. Tall cranes and structures are likely to puncture the skyline from the surrounding townscape/ landscape and add movement to the view. Following completion of the proposed development, during assessment Period 3, adverse visual effects would reduce to either neutral or beneficial effects as the proposed development is likely to integrate into the surrounding townscape context. Large scale and significant visual effects would occur for visual receptors close to the site, but as distance increases from the site, the significance and degree of visual effects would reduce.

4.171 Weather conditions, as described in paragraph 1.4 above would further limit visibility for receptors as conditions that limit visibility occur on average 51% of the year.

### **Policy Considerations**

4.172 The site lies within the boundaries of the Cardiff Council area, planning policy for which is provided by the Cardiff Local Development Plan 2006 – 2026. This townscape and visual assessment concludes the design and character of the proposed development to be in accordance with the policies in this plan in that:

- The design “responds to the local context” to create a “new well designed neighbourhoods with a distinctive character” which integrates the existing landscape and historic features of the site into the development” (Policy KP4);
- The proposed development would respond to “the local character and context of the built and landscape setting” by being compatible in terms of layout, scale, form, massing, height and density (Policy KP5);
- The design of the proposed development enhances the green infrastructure of the area by providing increased connectivity, in both green space and access links, across the area, connecting previously unlinked areas while also retaining existing features (Policy KP16);
- The assessment found that the development proposals would have a positive effect on the character of site and its setting (Policy EN3 & EN4);
- The retention of as many existing trees and green space as possible while also proposing additional planting, more accessible open space, and green connectivity across the site and with the wider area, ensures that the development proposals are in accordance with Policies EN8 and C4.

4.173 The design of the proposed development also complies with Cardiff Councils Tall Buildings SPG in that it would enhance the skyline and provide recognisable landmark, would have “no negative impacts on important views or vistas” and would be a “positive feature in the skyline and streetscape”. The locations of the proposed development would also not impact on any of the key architectural views identified in the SPG while it would be in scale and character with its setting, which includes other high-rise riverside/ bayside developments, and replaces the former 14 storey building on the site.

### **Designated Landscapes**

4.174 This report has concluded that there are no designated landscapes that would be adversely affected by the proposed development. This is due to a combination of factors, including: the distance from the site to any designated landscapes; the character of the proposed development is similar to the baseline conditions; the proposed development would be integrated into its setting overtime; and no significant long term adverse effects were identified either on the landscape or on visual amenity.

## **Conclusions**

4.175 This Townscape and Visual Impact Assessment concludes that there is an opportunity to redevelop the Channel View site without adverse impacts to the townscape/ landscape character and visual amenity within the site and surrounding area following its completion. During demolition and construction activities, adverse and significant impacts to townscape/ landscape character and visual amenity within and in close proximity to the site would occur, but they are not considered to be unacceptable. The redevelopment of the site is likely to be beneficial in relation to the townscape/ landscape character of the site with enhancements to connectivity, green infrastructure, public open space, and residential layout, visual connections to the surrounding townscape, which would contribute to the sense of place and key characteristics of the site. Some visual benefits may also be created with the removal of the 14 storey tower block and its awkward juxtaposition within the residential area, visual improvements between the proposed development and surrounding residential setting are also like to be created.