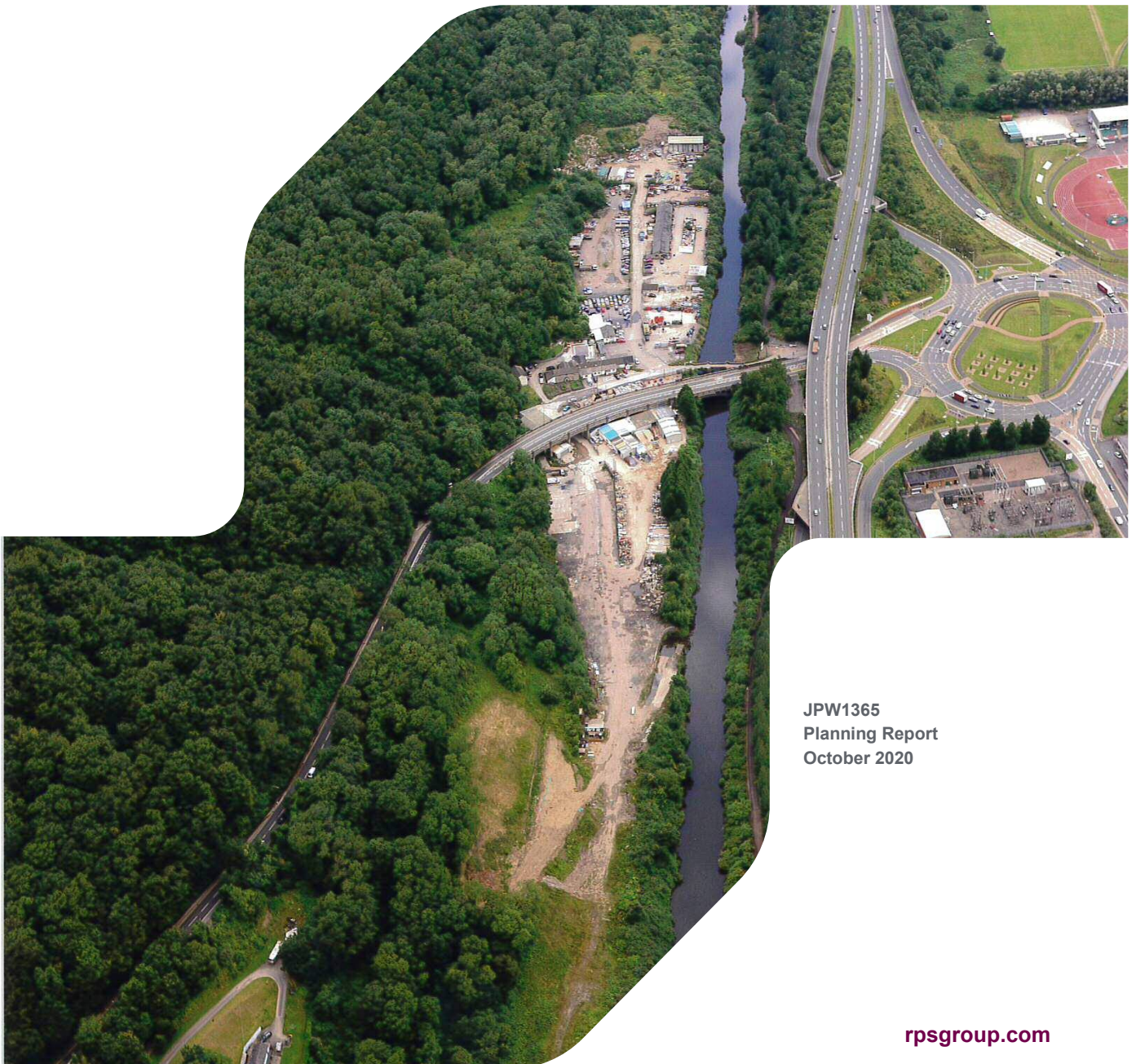


PLANNING REPORT

Leckwith Quays



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Planning Report
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1 INTRODUCTION

- 1.1.1 This Planning Report has been prepared on behalf of Mr P. Worthing in support of a hybrid planning application for residential development for up to 250 dwellings (to be submitted in outline), associated highway and bridge improvement works (to be submitted in full), on land at Leckwith Quays, Leckwith Road.
- 1.1.2 The proposed development site falls within the Local Authority areas of both the Vale of Glamorgan and Cardiff Councils. The residential element of the proposed development lies solely within the administrative boundary of the Vale of Glamorgan with only some of the proposed highway works falling within the administrative boundary of Cardiff. A plan which includes the development boundaries is included at **Appendix 1**.
- 1.1.3 Formal pre-application advice has been sought from both Vale of Glamorgan Council (ref: 2016/00085/PRE) and Cardiff Council. Formal meetings have also been held with both Council's and the content of the discussions are reflected in the content of the planning applications.
- 1.1.4 This planning report supports two identical applications and comprises the following title sections:
- Section 1: Introduction – introduces the applicant and the basic principle of the proposals and sets out the structure of the statement.
 - Section 2: The Application Site and Surroundings – describes the characteristics of the application site.
 - Section 3: Proposed Development – describes the proposals in detail.
 - Section 4: Planning Policy Framework – sets out the relevant national and local planning policy framework applicable to the proposed development.
 - Section 5: Assessment of the Proposals – assesses the proposed development against the relevant planning policy framework detailed in Section 4 having regard to all material considerations, concluding that the proposed development should be granted planning permission.
 - Section 6: Conclusions – concludes and summarises the preceding sections.
- 1.1.5 The planning applications are supported by an Environmental Statement as well as a number of other technical documents as set out on the covering letter. This Planning Report should be read in conjunction with them.

2 THE APPLICATION SITE AND SURROUNDINGS

- 2.1.1 The site extends to 7.7ha and straddles the border between the administrative boundaries of the Vale of Glamorgan (to the west) and Cardiff (to the east). The land is known as Leckwith Yard/Works and is accessed off the B4267 Leckwith Road via the 'Old Leckwith Bridge' which is a Grade II* listed building and Scheduled Ancient Monument. This access also serves the Ely Trail which is, primarily, an off-road walking/cycling route. The Leckwith Road Viaduct rises and continues to run above and across the site continuing up towards Llandough.
- 2.1.2 The site is made up of two plateaux either side of the bridge which are both largely cleared and levelled. The land is currently used for commercial and industrial uses comprising a number of commercial buildings and hard standing areas. There are also two residential dwellings on site. The site itself is fairly flat and lies at about 10m AOD but then rises fairly sharply to the south-west where it meets the adjacent woodland rising to about 30m AOD at the site boundary.
- 2.1.3 The site is located adjacent to the River Ely and the Grangetown-Ely Link Road which runs along the north-eastern boundary of the site. To the south and west large areas of woodland, comprising Leckwith Wood and Factory Woods, border the site.
- 2.1.4 The site is currently located outside the defined settlement limits of both Cardiff and the Vale of Glamorgan and is therefore considered in policy terms to be located within the countryside. However, the site is located in very close proximity to Cardiff's Capital Retail Park and other existing commercial, industrial and sporting uses.
- 2.1.5 As outlined above the 'Old Leckwith Bridge' is located within the site and is designated as a Grade II* listed building and Scheduled Ancient Monument. Whilst the site does not have any international or national biodiversity designations the Leckwith Woods, Factory Woods and the River Ely are all designated locally as a Site of Importance for Nature Conservation (SINC). The site is also located within the Cwrt-yr-Ala Basin Special Landscape Area (SLA), a mineral safeguarding area (limestone) and it lies within Flood Zone C1 as shown on the relevant Development Advice Map of the Welsh Government's Technical Advice Note No15, Flood Risk. It is therefore formally recorded as being "served by significant infrastructure including flood defences".
- 2.1.6 The site is also located within a Health and Safety Executive Consultation Zone and the implications thereof are addressed within the ES.

2.2 Planning History

- 2.2.1 The following planning application are relevant to the site:
- 2016/00620/LAW - Minor ground raising along the West bank of the River Ely throughout the Leckwith Bridge Industrial Estate, and the construction of two new low flood walls adjacent to Leckwith Old Bridge – Approved 22/06/2016.
 - 2010/0087/FUL – Retention of steel building for storage. Approved 10/03/2010.
 - 2009/00646/FUL - Retrospective application for use of yard as demolition and construction yard (including on site storage of associated materials together with the retention of a single storey office block – Approved 24/03/2010.
 - 2005/01797/FUL- Erection of car stacking system for a temporary period of two years. Renewal of planning permission 03/000349/FUL. Approved 20/01/2006.
 - 2003/01516/FUL - Temporary change of use of part of yard for parking 20 transporters for a three year period - Approved 26/02/2004.
 - 2001/01530/FUL - Waste transfer station and recycling centre – Refused 07/02/2002.

- 1999/00198/FUL - Office extension and car park - Approved 04/10/2002.
- 1999/00083/FUL - Vehicle maintenance and storage buildings - Approved 05/06/2003.
- 1986/00406/FUL - Retention of existing use of land for concrete product manufacture and associated storage and sales – Approved 01/07/1986.
- 1986/00222/FUL - Engineering operations, involving filling and grading of land to produce level area – Approved 15/05/1986.

3 PROPOSED DEVELOPMENT

- 3.1.1 The proposals seek to redevelop the existing brownfield site for residential uses (up to 250 dwelling units) comprising a mix of houses and apartments with associated public open space, landscaping and parking areas. The proposals also include the realignment of the existing B4267 Leckwith Road link and a new bridge crossing of the River Ely. The existing B4267 runs through the site on a viaduct which is in a very poor state of repair. The new road alignment has been arranged to allow the existing road to remain open during its construction. The new bridge has been positioned immediately upstream of the existing, listed, masonry Leckwith 'Old' Bridge which is to be retained to allow pedestrian and cyclist access to the site.
- 3.1.2 The replacement of the existing B4267 Leckwith Road represents a key element of the development proposals as the existing bridge is in a critical state of disrepair and in need of urgent repair or redevelopment. Without such repair or replacement, it is likely that the bridge will have to be closed to traffic thereby rendering the B4267 inaccessible from the east. The route and new bridge configuration presented in this application is regarded to be the most beneficial and efficient option available and, of course, is a scheme that is proposed as a part of the development thereby removing the need for it to be funded directly through the public purse.
- 3.1.3 In terms of the residential development of the site, it is currently envisaged that the development will be split into two parcels on either side of the proposed new bridge crossing - referred to as the northern (1.3 ha) plateau and the southern plateau (6.4 ha). The northern area will deliver a residential development of around 80 dwellings, whilst the southern plateau will deliver up to 170 dwellings. A new signalised four arm junction is proposed to allow access to each development parcel. The site extends along approximately 890m of the Ely riverbank on the Vale of Glamorgan side. The new junction will also facilitate enhanced cycling and pedestrian movements, thus promoting active travel whilst also providing legible and well-connected routes for pedestrians and cyclists, with direct links on to the Ely trail leading to Cardiff Bay across the development.
- 3.1.4 The development proposals are cross boundary in that the residential element of the proposed development lies solely within the administrative boundary of the Vale of Glamorgan whilst some of the highway works fall within the administrative boundary of Cardiff and the jurisdiction of Cardiff Council.
- 3.1.5 The Concept Masterplan is included at **Appendix 2** and illustrates the following:
- Approximate position of development blocks and uses;
 - Realignment of the existing B4267 Leckwith Road Bridge;
 - Access points and internal road layout;
 - Pedestrian and cycle links;
 - Landscaping and open space areas; and
 - Drainage features including attenuation areas and swales.
- 3.1.6 Importantly, the development proposals have been driven by an extensive constraints and opportunities exercise, supported by extensive technical assessments to ensure that the proposed development principles can fully respond to the site's contextual features such as the River Ely, the proximity of the A4232, the hillside and woodland, as well as access and acoustic mitigation. In particular, the proposed development seeks to reflect the site's unique position between urban Cardiff and the rural Vale. As such, and to account for this, the scheme proposes high density in some locations to ensure the viability of the proposal and a reduced density elsewhere to account for the site's semi-rural location whilst being framed by a robust landscape strategy.

- 3.1.7 The development also seeks to protect, maintain and enhance existing habitats, biodiversity, landscape features, woodlands and built heritage assets across the site whilst also enhancing the Cwrt-yr-Ala Basin SLA. In particular, the proposals provide a long-term future for the Grade II* listed Leckwith Bridge across the river Ely, which is also a Scheduled Ancient Monument. Currently, the bridge provides the only vehicular access to the site, which, being single-track, would be insufficient to serve the proposed development. Furthermore, the bridge is at risk of damage from heavy traffic and as such it is intended to be a pedestrian and cycle route only for the proposal.

4 PLANNING POLICY FRAMEWORK

4.1 Introduction

- 4.1.1 The following section provides an overview of the relevant policy framework relating to the application proposals. In accordance with S38(6) of the Planning and Compulsory Purchase Act 2004 this application should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 4.1.2 The starting point is therefore the Development Plan which consists of the Vale of Glamorgan Local Development Plan (LDP) which was adopted in June 2017 and the Cardiff Local Development Plan which was adopted in January 2016.
- 4.1.3 In addition to the above, other key “relevant material considerations” include, in particular, Government policy guidance contained within Planning Policy Wales (Edition 10) (PPW10) and associated Technical Advice Notes (TANs). The recent revision to PPW in light of the Well-Being of Future Generations (Wales) Act 2015 represents a structural overhaul of the document, although the underlying policy messages remain largely unchanged.

4.2 National Legislation and Policy

Well-being of Future Generations Act 2015

- 4.2.1 The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies to place the principles of sustainability and sustainable development at the heart of its decision-making processes. The objectives of the Act are as follows:

“A Prosperous Wales

- *Promoting resource-efficient and climate change resilient settlement patterns which minimise land take and urban sprawl, especially through the reuse of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Play an appropriate role to facilitate sustainable building standards;*
- *Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;*
- *Support initiative and innovation and avoid placing unnecessary burdens on enterprises so as to enhance the economic success of both urban and rural areas, helping businesses to maximise their competitiveness;*

A Resilient Wales

- *Contributing to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;*

A Healthier Wales

- *Contribute to the protection and, where possible, the improvement of people’s health and well-being as a core component of achieving the well-being goals and responding to climate change;*

A More Equal Wales

- *Promoting access to, inter alia, employment, shopping, education and community facilities and open and green space, maximising opportunities for community development and social welfare;*
- *Promote quality, lasting, environmentally-sound and flexible employment opportunities;*
- *Respect and encourage diversity in the local economy;*

A Wales of Cohesive Communities

- *Locating development so as to minimise the demand for travel, especially by private car;*
- *Fostering improvement to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity;*
- *Fostering social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that the development is accessible by means other than the private car;*

A Wales of Vibrant Culture and Thriving Welsh Language

- *Helping to ensure the conservation of the historic environment and cultural heritage;*
- *Positively contribute to the well-being of the Welsh language;*

A Globally Responsive Wales

- *Support the need to tackle the causes of climate change by moving towards a low carbon economy."*

Planning Policy Wales Edition 10 (December 2018)

4.2.2 Planning Policy Wales ("PPW") was revised in 2018 to take account of the Well-Being of Future Generations (Wales) Act 2015. Figure 3 of PPW identifies five key planning principles aimed at 'achieving the right development in the right place' as follows:

- Growing our economy in a sustainable manner;
- Making better use of resources;
- Facilitating accessible and healthy environments;
- Creating and sustaining communities; and
- Maximising environmental protection and limiting environmental impact.

4.2.3 Placemaking now forms the core of PPW10 and must be embraced in development management decisions to achieve the creation of sustainable places. PPW10 explains that planning decisions must seek to support the well-being of people and communities across Wales. Planning applications such as this one are delivering development in established places. The key factor for the applicant and the decision maker in this respect, therefore, is the ability of this development to contribute to achieving what is regarded as 'a sustainable place'.

4.2.4 PPW10 specifies that: 'Good placemaking is therefore essential to the delivery of sustainable development and achieving improvements in the well-being of communities'. Integration is a fundamental component to ensure the right development is in the right place.

4.2.5 Figure 6 of PPW sets out how development proposals should be assessed. Stage 1 should assess the proposal against the "Strategic and Spatial Choices". Stage 2 should assess the detailed impact and contribution the proposal will make to "Active and Social Places", "Productive and Enterprising Places" and "Distinctive and Natural Places". PPW is clear that the considerations within each of the themes will vary on a case by case basis, depending on the proposal concerned but, that the merits or otherwise of a proposal need to be considered in the public interest. Approaching a proposal in this manner should result in a proposal that contributes to the sustaining of or creation of sustainable places, thereby delivering on the national sustainable placemaking outcomes.

Plan Led System and Housing Land Supply

4.2.6 The plan-led system underpins the delivery of sustainable places. PPW10 outlines in paragraph 1.17 that a plan-led approach is the most effective way to secure sustainable development... Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated.

Sustainable Development

4.2.7 PPW outlines the Welsh Government's duty under the Well-being of Future Generations (Wales Act) 2015 (WBFGA 2015) to deliver sustainable development: "Sustainable Development" means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals (PPW page 9).

4.2.8 Sustainable development has been at the core of planning policy since PPW was first published in 2002. Some 16 years on the principles of sustainability and sustainable development, at the heart of decision-making process, are set out at paras 2.21 and 2.22.

4.2.9 Paragraph 4.7.4 of PPW10 advises that local planning authorities should assess the extent to which their development plan settlement strategies and new development are consistent with minimising the need to travel and increasing accessibility by modes other than the private car. PPW suggests that a broad balance between housing and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Local authorities should adopt policies to locate major generators of travel demand such as housing, employment, retailing, leisure and recreation, and community facilities including libraries, schools and hospitals within existing urban areas or in other locations which are, or can be, reached by walking or cycling, or which are or can be well served by public transport.

Other relevant policies in PPW include:

4.2.10 Chapter 3 "Strategic and Spatial Choices" is centred on good design and its fundamental contribution to creating sustainable places where people want to live and work. Good design should consider the following: Environmental Sustainability, Movement, Access, Character and Community Safety.

4.2.11 Chapter 4 covers the theme of "Active and Social Places". A key issue for this theme is ensuring there is sufficient housing land available to meet the need for new private market and affordable housing.

4.2.12 Paragraph 4.1.51 advises that parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking. Furthermore, paragraph 4.1.51 stipulates planning authorities must support schemes which keep parking levels down, especially off-street parking.

- 4.2.13 Paragraph 4.2 requires planning authorities to understand all aspects of the housing market in their areas including the requirement, supply and delivery of housing.
- 4.2.14 Chapter 5 (Productive and Enterprising Place) deals with a, amongst other themes, making best use of material resources and promoting the circular economy. Placemaking embraces the inter-relationships between the built and natural environment. Choices about the use of material resources should be based on making the most appropriate and sustainable use of finite resources and promoting the principals of a circular economy.
- 4.2.15 Chapter 6 (Distinctive & Natural Places) states that non-statutory designations, such as Special Landscape Areas or Sites of Importance for Nature Conservation, should be soundly based on a formal scientific assessment of the nature conservation, landscape or geological value of the site. It confirms that non-statutory designations carry less weight than statutory designations although they should be given adequate protection in the development management process. It is stated, however, that such designations should not unduly restrict acceptable development.
- 4.2.16 PPW states that Planning authorities should ensure that development minimises impact and provides opportunities for enhancement within areas identified as important for the ability of species to adapt and/or to move to more suitable habitats.
- 4.2.17 PPW states that the sustainable transport hierarchy (figure 8 page 48) must be a key principle when considering and determining planning applications. When determining a planning application for development that has transport implications, local planning authorities should take into account the provisions of the Active Travel (Wales) Act 2013.

Technical Advice Note 5: Nature Conservation and Planning (2009)

- 4.2.18 Technical Advice Note (TAN) 5 provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. The TAN provides advice for local planning authorities on:
- The key principles of positive planning for nature conservation;
 - Nature conservation and Local Development Plans;
 - Nature conservation in development management procedures;
 - Development affecting protected internationally and nationally designated sites and habitats; and
 - Development affecting protected and priority habitats and species.

Technical Advice Note 11: Noise (1997)

- 4.2.19 Guidance on noise relating to planning for new developments in Wales is given in TAN 11. The TAN specifically seeks to ensure than noise generating development does not cause an unacceptable degree of disturbance on existing uses, and that noise-sensitive development is not located in areas which are, or are expected to become, subject to unacceptably high levels of noise.

Technical Advice Note 12: Design (2016)

- 4.2.20 Technical Advice Note (TAN) 12 promotes a collaborative, creative, inclusive, innovative and holistic approach to design and the use of design briefs is advocated as a route to good design.
- 4.2.21 Section 5.12 is concerned with the design of employment and commercial areas. Paragraph 5.12.1 stipulates the design of employment areas is important as high quality design can add value to commercial property, support the image of modern businesses and encourage further investment.
- 4.2.22 Paragraph 5.12.3 makes it clear that where employment premises are grouped together, a sufficient scale of planting and earth forms is essential, to absorb the bulk of the building, ancillary circulation

and parking areas. Mixed employment uses would improve the feasibility and viability of such schemes and care should be taken to avoid the creation of insular estates. Furthermore, efforts should be made to present a positive, outward looking image by ensuring key buildings in the development front onto road and help improve connectivity.

Technical Advice Note 15: Development and Flood Risk (2004)

- 4.2.23 This TAN provides guidance in relation to development and flooding providing advice on matters including the use of development advice maps to determine flood risk issues, how to assess the flooding consequences of proposed development and action that can be taken through development plans and development control (management) procedures to mitigate flood risk when planning for new development.
- 4.2.24 In October 2019 the Welsh Government published a consultation on a revised and updated TAN15 which seeks to
- replace the development advice map with a new Wales flood map;
 - place a greater emphasis on the development plan and the value of strategic flood consequences assessments;
 - integrate guidance on coastal erosion with flood risk issues in TAN 15;
 - provide guidance for regeneration initiatives affecting communities in flood risk areas.
- 4.2.25 Following the consultation period, it is understood that an updated TAN will be published in due course. It is important to note, though, that at the date of producing this ES a revised TAN has not been published and for now, therefore, it is the original TAN15 published in 2004 that prevails.

Technical Advice Note 18: Transport (2007)

- 4.2.26 Technical Advice Note (TAN) 18 highlights the role that integrating land use planning and development of transport infrastructure can play in addressing the environmental aspects of sustainable development. Paragraph 2.3 sets out how integration can help Welsh Government achieve wider sustainable development policy objectives through a number of measures:
- Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling, to minimise the need for travel;
 - Managing parking provision – using maximum car parking standards as a form of demand management;
 - Encouraging the location of development near other related uses to encourage multi-purpose trips;
 - Promoting cycling and walking; and
 - Supporting the provision of high quality, inclusive public transport.
- 4.2.27 Section 7 of TAN 18 is concerned with public transport. Paragraph 7.1 acknowledges that new and improved public transport provision has the potential to provide alternatives to private vehicle use and to change existing travel demands. It states further that where enhanced public transport services or infrastructure is necessary to serve new development, but provision on a commercial basis is not viable, a developer contribution may be appropriate.
- 4.2.28 Paragraph 8.12 stipulates development which attracts substantial movements of freight, including large scale warehousing and distribution, should be located away from congested inner areas and residential neighbourhoods.
- 4.2.29 Paragraph 8.19 states that development plans should consider the contribution air traffic makes to the Welsh economy and also consider the benefits of having suitable ancillary or dependent

facilities, although this should be balanced against the environmental impact on surrounding areas in terms of road and rail access, traffic and noise generation or floodplain protection.

4.2.30 Paragraph 8.20 states further that in determining planning applications planning authorities need to give careful consideration to the extent to which proposed development is related to the operation of the airport and is sustainable given the existing and planned levels of public transport.

4.2.31 Paragraph 9.2 requires developers to submit a Transport Assessment with any planning applications that are likely to result in significant trip generation. Early engagement with the relevant local highway authority is encouraged.

Technical Advice Note 24: The Historic Environment (2017)

4.2.32 Technical Advice Note (TAN) 24 sets out conservation principles to assess the potential impacts of a development proposal on the significance of any historic asset(s) and to assist in the decision making where the historic environment is affected. The six principles are as follows:

- Historic assets will be managed to sustain their values;
- Understanding the significance of historic assets is vital;
- The historic environment is a shared resource;
- Everyone will be able to participate in sustaining the historic environment;
- Decisions about change must be reasonable, transparent and consistent;
- Documenting and learning from decisions is essential.

4.2.33 Paragraph 1.12 encourages the use of these principles when considering development proposals and other works to historic assets. There are four heritage values which need to be understood before the significance of the asset can be assessed.

- Evidential value;
- Historical value;
- Aesthetic value;
- Communal value.

4.2.34 An understanding of these values forms the basis of a statement of significance prepared as part of a Heritage Impact Statement.

4.3 Local Planning Policy

4.3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions made under the planning acts should be made in accordance with the Development Plan unless material considerations indicate otherwise.

4.3.2 In this case, the relevant Development Plans are: Vale of Glamorgan Local Development Plan (adopted June 2017) and Cardiff Local Development Plan (adopted January 2016).

Vale of Glamorgan Local Development Plan (2017)

4.3.2 The Vale of Glamorgan Local Development Plan (LDP) was adopted 28th June 2017. According to the adopted LDP Proposals Map, the site is located outside the defined settlement boundary. Accordingly, Policy MD1(Location of New Development) outlines that new development on unallocated sites should:

1. Have no unacceptable impact on the countryside;

2. Reinforce the role and function of the key settlement of Barry, the service centre settlements, primary settlements or minor rural settlements as key providers of commercial, community and healthcare facilities;
3. Where appropriate promote new enterprises, tourism, leisure and community facilities in the Vale of Glamorgan;
4. In the case of residential development, support the delivery of affordable housing in areas of identified need;
5. Have access to or promote the use of sustainable modes of transport;
6. Benefit from existing infrastructure provision or where necessary make provision for new infrastructure without any unacceptable effect on the natural or built environment;
7. Where possible promote sustainable construction and make beneficial use of previously developed land and buildings;
8. Provide a positive context for the management of the water environment by avoiding areas of flood risk in accordance with the sequential approach set out in national policy and safeguard water resources; and
9. Have no unacceptable impact on the best and most versatile agricultural land.

4.3.1 The Proposals Map also identifies that the site is located within the Cwrt-yr-Ala Basin SLA. The site also overlaps with a small area of the Factory Wood SINC and lies adjacent to Leckwith Woods which is designated as a SINC. The site is also shown as being located within a Limestone Category 2 area. As such the following policies are also relevant to the development proposals:

- Policy MG17 (6) which outlines that within Special Landscape Areas, development proposals will be permitted where it is demonstrated they would cause no unacceptable harm to the important landscape character of the area.
- Policy MG21 which states that development proposals that are likely to have an adverse impact on sites of importance for nature conservation or priority habitats and species will only be permitted where the need for development clearly outweighs the conservation value, appropriate and proportionate mitigation and compensation measures can be provided and the development conserves, and where possible, enhances biodiversity interests.
- Policy MG22: which outlines that all known mineral resources of sandstone, sand and gravel and limestone are safeguarded. New development will only be permitted where it has been demonstrated that: any reserves can be economically extracted prior to the commencement of the development (criterion 1 refers); extraction would have an unacceptable impact on environmental or amenity considerations (criterion 2 refers); the development would have no significant impact on the possible working of the resource (criterion 3 refers); or the resource is of poor quality/quantity (criterion 4 refers).

4.3.2 Other LDP policies of relevance to the application proposals include:

- Policy SP1: 'Delivering the Strategy' which seeks to improve the living and working environment within the Vale including to provide a range and choice of housing to meet the needs of all sectors of the community as well as delivering key infrastructure.
- Policy SP7: 'Transportation' outlines that sustainable transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan and promote the objectives of the South East Wales Regional Transport Plan and the Local Transport Plan will be favoured.
- Policy SP10: 'Built and Natural Environment' which states that development proposals must preserve and where appropriate enhance the rich and diverse built and natural environment and heritage of the Vale of Glamorgan.

- Policy MG4: 'Affordable Housing' which outlines that the provision of 40% affordable housing will be required in developments located in the rural Vale of Glamorgan which result in a net gain of 1 dwelling or more. The policy goes on to state that on sites of 10 or more dwellings, affordable housing shall be provided on site unless exceptional circumstances are demonstrated, with the requirement being rounded up to the nearest whole number.
- Policy MD2: Design of New Development' seeks to create high quality, healthy, sustainable and locally distinct places and as such development proposals should (inter alia): be of a high standard of design (criterion 1 refers), respond appropriately to the local context and character of neighbouring buildings and uses (criterion 2 refers), provide a safe and accessible environment for all users giving priority to pedestrians, cyclists and public transport users (criterion 5 refers), have no unacceptable impact on highway safety, nor cause or exacerbate existing traffic congestion (criterion 6 refers), conserve and enhance the quality of, and access to, existing open spaces and community facilities (criterion 7 refers), safeguards existing public and residential amenity (criterion 8 refers), provide public open, private amenity space and car parking in accordance with the Council's standards (criterion 9 refers), incorporate sensitive landscaping (criterion 10 refers) and mitigate the causes of climate change by minimising carbon and other greenhouses gas emissions and predicted future effects of climate change (criterion 12 refers).
- Policy MD3: 'Provision for Open Space' states that where there is an identified need of public open space, new residential development with a net gain of 5 or more dwellings will be required to provide public open space in accordance with adopted standards.
- Policy MD4: 'Community Infrastructure and Planning Obligations' outlines that where appropriate and having regard to development viability the Council will seek to secure new and improved community infrastructure, facilities and services appropriate to the scale, type and location of proposed development through the use of planning obligations.
- Policy MD6: 'Housing Densities' states that residential development proposals within the key service and primary settlements will be permitted where the net residential density is a minimum of 30 dwellings per hectare. Lower density levels will only be permitted where it can be demonstrated that:
 - 1) Development at the prescribed densities would have an unacceptable impact in the character of the surrounding area;
 - 2) Reduced densities are required as a result of significant site constraints or to preserve a local amenity feature; and
 - 3) The proposal is for a mixed-use development where residential use is the subordinate element.
- Policy MD7: 'Environmental Protection' requires development proposals to demonstrate that they will not result in an unacceptable impact on people, residential amenity, property and/or the natural environment from a number of factors including the pollution of land, surface water, ground water and the air; land contamination; hazardous substances; noise, vibration, odour nuisance and light pollution; flood risk and consequences; coastal erosion or land stability; loss of the best and most versatile agricultural land; or any other identified risk to public health and safety. Where impacts are identified the Council will require applicants to demonstrate that appropriate measures can be taken to minimise the impact identified to an acceptable level.
- Policy MD8 'Historic Environment' outlines that development proposals must protect the qualities of the built and historic environment of the Vale of Glamorgan. For listed buildings, development proposals must preserve or enhance the building, its setting and any features of significance it possesses. In relation to sites of archaeological interest, development proposals must preserve or enhance archaeological remains and where appropriate their settings.

- Policy MD9: 'Promoting Biodiversity' outlines that new development proposals are required to conserve and where appropriate enhance biodiversity interest unless it can be demonstrated that (1) the need for the development clearly outweighs the biodiversity value of the site and (2) the impacts of the development can be satisfactory mitigated and managed.

Cardiff Council Local Development Plan (2016)

4.3.3 The Cardiff Local Development Plan (LDP) was adopted 28th June 2017. According to the adopted LDP Proposals Map, the area of the application site which is located in the administrative area of Cardiff and is not designated for any particular land use but falls within the existing highway. The land is however shown as being located within a river corridor and the River Ely itself is designated locally as a SINC. As such Policy EN4 (River Corridors) outlines that 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.

4.3.4 Given no development other than highways works are located within Cardiff, other than some of the proposed highways works are located within Cardiff it is not considered that any of the other policies of the Plan are material to the determination of this application. However, for the purpose of this Report the following LDP Policies are cited:

- Policy KP5 'Good Quality and Sustainable Design' requires new development 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;
 - ii. Providing legible development which is easy to get around and which ensures a sense of continuity and enclosure;
 - iii. Providing a diversity of land uses to create balanced communities and add vibrancy throughout the day;
 - v. Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles;
 - vi. Maximising renewable energy solutions;
 - vii. Achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry;
 - viii. Achieving an adaptable design that can respond to future social, economic, technological and environmental requirements;
 - x. Ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities;
- Policy KP6 'New Infrastructure' requires new development to make appropriate provision for, or to contribute towards, all essential, enabling and necessary infrastructure required as a consequence of the development.
- Policy KP8 'Sustainable Transport' which outlines that development in Cardiff will be integrated with transport infrastructure and services in order to:

- i. Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.
 - ii. Reduce travel demand and dependence on the car;
 - iii. Enable and maximise use of sustainable and active modes of transport;
 - iv. Integrate travel modes;
 - v. Provide for people with particular access and mobility requirements;
 - vi. Improve safety for all travellers;
 - vii. Maintain and improve the efficiency and reliability of the transport network;
 - viii. Support the movement of freight by rail or water; and
 - ix. Manage freight movements by road and minimise their impacts.
- Policy T5 'Managing Transport Impacts' which outlines that where necessary, safe and convenient provision will be sought in conjunction with development inter alia pedestrians, disabled people, cyclists, powered two-wheelers and public transport.
 - Policy T6 'Impact on Transport Networks and Services' which says that development will not be permitted which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes.

5 PLANNING POLICY ASSESSMENT OF THE PROPOSALS

- 5.1.1 As stated in the preceding section on Planning Policy Framework, both the Vale of Glamorgan Council and Cardiff Council's LDPs are founded upon the principles of sustainable development and, within this context, the Vale of Glamorgan seeks to direct and deliver new development on the most appropriate sites.
- 5.1.2 In this context, Vale of Glamorgan LDP Policy MD1 outlines that new development on unallocated sites should fulfil a number of requirements which the site does for the following reasons:
1. The site is an existing under-utilised brownfield site bridging the boundary between an urban area of Cardiff and a rural area of the Vale of Glamorgan. The site is therefore not located in the open countryside and it is also influenced by a number of contextual features such as the River Ely, the proximity of the A4232, the impact of the overbridge and the B4267 (Leckwith Road) that it carries, and the immediate hillside and woodland around the site. Additionally, the site is very well related to large-scale urban features such as The City of Cardiff Football Stadium, the associated Retail Park, and the Athletics Stadium. Despite that its condition is obviously not considered to contribute towards urban sprawl, a factor that will not be altered by the development proposal.
 2. An integral part of the redevelopment scheme includes the replacement of the existing B4267 Leckwith Road which is in a critical state of disrepair and in need of urgent repair or redevelopment. Without such repair or replacement it is likely that the bridge will have to be closed to traffic thereby rendering the B4267 inaccessible from the east, therefore cutting off a significant access route between main and rural settlements within the Vale of Glamorgan and Cardiff.
 3. Therefore, the replacement of the existing B4267 Leckwith Road will ensure that all existing enterprises, tourism, leisure and community facilities remain accessible from the east.
 4. The proposed development will provide a range of choice of house types to meet the needs of the community.
 5. The concept masterplan demonstrates how the internal layout could be arranged to ensure that the aims and objectives of Manual for Streets are met and that internal road speeds do not exceed 20 mph therefore promoting a pedestrian friendly environment. The development proposals also seek to promote active travel to existing public transport facilities and, in particular, the inclusion of a river walk and cycle paths that improve site and environs accessibility have formed an important part of the scheme.
 6. As outlined above, an integral part of the redevelopment scheme includes the replacement of the existing B4267 Leckwith Road which is in a critical state of disrepair and in need of urgent repair or redevelopment. The development proposals will therefore deliver a key element of highways infrastructure, that would otherwise need to be funded by the public purse, and provide added protection to an historic, listed, bridge that has been put under significant stress in recent years.
 7. The site is brownfield and the proposed development seeks to make use of an existing, essentially under-utilised, and unsightly site. The development will use the site far more efficiently than at present; it will not be visually conspicuous; and it will be constructed to provide a high standard of fabric efficiency and to accommodate a low carbon heating system.
 8. According to the TAN15 Development Advice Maps the site lies within Flood Zone C1 and is, therefore, served by significant infrastructure including flood defences. The site has, however, been identified as being at risk of flooding from the Pontsticill (Taf Fechan) Reservoir were the latter to fail catastrophically. A Flood Risk Assessment and SAB Compliant Drainage Strategy have been submitted in support of the development. From the work undertaken to date it is

considered that the site is suitable, in drainage and flooding terms, to accommodate a well-designed and sustainable form of residential development which is TAN15 compliant.

9. As the site is brownfield and seeks to make use of an existing under-utilised brownfield site, the development proposal will have no impact on the availability of agricultural land as none will be utilised.

5.1.3 In terms of the site's designations, it is recognised that it is located within the Cwrt-yr-Ala Basin SLA and overlaps with a small area of the Factory Wood SINC and lies adjacent to both Leckwith Woods and the River Ely which are both designated as a SINC respectively. These, however, are local designations only and the proposed redevelopment of the site will have no direct impact on them.

5.1.4 A Landscape and Visual Impact Assessment of the development proposals has been undertaken and forms part of the Environmental Impact Assessment which outlines that, visually, the site is well contained and views into it are limited. It is acknowledged that a number of trees will be lost by the proposed development. Overall, though, there will be an increase of vegetation on site and what is proposed will be of a more suitable nature and be designed to complement and work with the woodland and riverine vegetation. New tree planting would extend the woodland into the site and connect to the river via green fingers. The development proposals would also result in the expansion and strengthening of the riverside vegetation within the site and encourage active use along it. The old ad hoc commercial units would be replaced by housing integrated within a strong landscape strategy which would result in greater integration of buildings with the natural environment and also create a more sensitive setting for Leckwith Old Bridge. Indeed, the occupiers of adjacent new housing will appreciate and respect the location whereas the current occupiers do not.

5.1.5 Several significant beneficial effects are therefore expected to derive from the development proposals. **The development proposals are therefore considered to comply with Vale of Glamorgan LDP Policies MG19 (6) and MG21.**

5.1.6 It is acknowledged that the site is located within a Mineral Safeguarding Zone. However, the Vale of Glamorgan Council's Annual Monitoring Report (2019) states that the Council has a landbank availability of between 26 and 29 years of minerals reserves. As such the Council has a more than sufficient landbank and permitted reserves to meet the identified needs for the area contained as contained in the South Wales Regional Aggregates Working Party Annual Report to cover the remaining period of the LDP.

5.1.7 In any event it is considered that mineral extraction on the application site would not be an acceptable land use given the proximity of the site to the Ely River, local highways, and local developments and the unacceptable environmental impact that such extraction would have. **It is therefore considered that the development proposals will not prejudice the aims of Vale of Glamorgan LDP Policy MG22.**

5.1.8 In terms of Transportation it has already been outlined that the development proposals include the realignment of the existing B4267 Leckwith Road link and a new bridge crossing of the River Ely. The existing B4267, as already emphasised, runs over the site on a viaduct which is in a very poor state of structural repair. The new road alignment has been arranged to allow the existing road to remain open during its construction. The new bridge has been positioned immediately upstream of the existing, listed, masonry Leckwith 'Old' Bridge which is to be retained to allow just pedestrian and cyclist access to the site.

5.1.9 The replacement of the existing B4267 Leckwith Road represents a key element of the development proposals as the existing bridge is in a critical state of structural disrepair and in need of urgent repair or redevelopment. Without such repair or replacement it is likely that the bridge will imminently have to be closed to traffic thereby rendering the B4267 inaccessible from the east. The route and new bridge configuration presented in this application is regarded to be the most beneficial and efficient option available taking into account the constraints of the site and, of course, it is a scheme that is proposed as a part of the development thereby removing the need for it to be funded directly

through what is understood to be an unanticipated programme that would ordinarily be funded by the public purse.

- 5.1.10 At the current time the application site and the development that it accommodates is only accessible via the Leckwith Old Bridge which is Grade II Listed and designated as a Scheduled Ancient Monument. Given that the current use of the site is for commercial/light industrial, most of the movements over the bridge are by vans or HGV's and are therefore inappropriate given the historical status of the bridge. The development proposals would, however, remove all vehicular movements from Leckwith Old Bridge entirely, allowing for cycling and pedestrian movements only.
- 5.1.11 The access strategy involves the provision of a new signal-controlled crossroads junction, to be located on the realigned B4267 Leckwith Road. This will provide access for vehicles, pedestrians, and cyclists associated with both development parcels.
- 5.1.12 Both approach arms of the B4267 Leckwith Road will provide a one lane approach, flaring to two lanes at the stop line. The nearside lanes will provide for ahead and left-turn movements, and the offside lanes will provide right-turn storage to facilitate movements to the site access arms. The site access arms will have one lane for all movements at the stop line. All arms will provide advanced stop lines for cyclists.
- 5.1.13 The replacement bridge over the Ely River will be required in the short term so as to ensure that a connection to Leckwith Interchange is maintained. A 3.5m shared footway/cycleway is proposed to be provided on the northern side of the carriageway, between the proposed site access junction and the Ely Trail, and will continue northeast to tie-in with provision at Leckwith Interchange. A 2m footway will be provided on the southern side, between the proposed site access junction and the Ely Trail. Northeast of this the footway will widen to 3.5m to provide a shared footway/cycleway to tie-in with provision at Leckwith Interchange. These features maximise opportunities for pedestrian/cyclist provision/connections within the constraints of the realignment and bridge construction, and will ensure that existing links between Leckwith Interchange and the Ely Trail are maintained for all modes of travel including buses, cyclists and pedestrians.
- 5.1.14 A toucan crossing facility will be provided where the Ely Trail meets the B4267 Leckwith Road, therefore allowing for controlled crossing movements between the northern and southern sections of the Ely Trail. This will represent a significant betterment over the existing provision, which comprises merely an uncontrolled, refuge crossing.
- 5.1.15 The existing listed bridge, which currently provides vehicular access to the site, is proposed to become a pedestrian/cycle link, connecting the south-eastern development parcel with the Ely Trail. This will provide convenient, off-carriageway connections to the Ely Trail and Leckwith Interchange and will also provide the opportunity for southbound through-movements to be undertaken off-carriageway.
- 5.1.16 South of the proposed site access junction the realigned section of the B4268 Leckwith Road is proposed to provide a 3.5m shared footway/cycleway on the eastern side of the carriageway; this will extend south from the site access arm (serving the south-eastern development parcel) for a distance of approximately 300m, where it will tie-in with the existing footway. A 2m footway will be provided on the western side of the carriageway; this will extend south from the site access arm (serving the north-western development parcel) for a distance of approximately 250m, where it will tie-in with the existing footway.
- 5.1.17 The proposed shared footway/cycleway south of the proposed site access junction, combined with those listed above, provides the opportunity for through movements by southbound cyclists to be undertaken off-carriageway (via the pedestrian/cycle link using the listed bridge). However, it is recognised that some southbound cyclists may wish to take the direct on-carriageway route through the junction. The design includes provision for this through the following:

- A Dropped Kerb where the shared footway/cycleway between the Leckwith Interchange and Ely Trail becomes a footway (on the south side of the replacement bridge), allowing southbound cyclists to drop onto the carriageway; and
- A Dropped Kerb south of the proposed site access junction, allowing southbound cyclists routing on-carriageway through the junction to join the new section of shared footway/cycleway.

- 5.1.18 The design of the new bridge and access junctions requires the agreement by the Highways Authority to a number of Relaxations and Departures from Standards due to the constrained nature of the site. The technical highways work submitted in support of the planning application have identified the Relaxations and Departures needed and will be discussed further with Highway Officers from both the Vale of Glamorgan and Cardiff Council as the applications are determined.
- 5.1.19 As stated above, the site benefits from existing provision for pedestrians and cyclists in the locality, including shared footways/cycleways on both sides of the B4267 Leckwith Road, a comprehensive network of crossing facilities, and neighbouring off-road routes. Employment areas and a range of local facilities are located within walking and cycling distance of the site.
- 5.1.20 Regular bus services are accessible from bus stops located on the B4267 Leckwith Road; whilst parts of the site are slightly beyond those suggested by the Institution for Highways and Transportation (IHT) as 'acceptable' walking distance, this is not considered to be a significant barrier given the frequency of services and provision of pedestrian links between the site and the bus stops. Ninian Park railway station is located around 1.1km from the site and provides regular services to Cardiff Central, which in turn provides access to regular services to wider destinations such as London, Manchester, Swansea and Bristol. The site itself is also only 2.5km to the southwest of Cardiff City centre.
- 5.1.21 In terms of traffic generation, it is forecast that the proposed development will generate around 130 vehicle trips during the weekday AM and PM peak hours. The impact of this additional traffic has been assessed in future years of 2025 and 2030. An assessment has been undertaken of the impact of the proposed development at a number of junctions during the weekday AM and PM peak hours. The assessment has first examined the changes in traffic flows at surveyed junctions in the study area. The proposed development is forecast to result in increases of no more than 3% in terms total traffic entering each junction. In terms of the maximum change on any one arm, the increases are generally of no more than 3%, with the exception of Leckwith Interchange and the B4267 Leckwith Road/Pen-y-Turnpike Road junction. This has informed the requirement for capacity assessment of these junctions. Capacity assessment has also been undertaken for Merrie Harrier, in accordance with the request from Vale of Glamorgan Council, although the increase in traffic flows at this junction are forecast to be no more than 1%, which is imperceptible against daily traffic at that location. The capacity assessment forecasts that the proposed development will not result in a material change in operating conditions. The results presented in the highways assessment are considered a 'worst-case', as they do not take account of the potential for a reduction in background traffic, associated with Cardiff Council's aspirations to achieve a mode split of 50:50 between trips by car and sustainable travel (walking, cycling and public transport) by 2026.
- 5.1.22 It is noted that the Vale of Glamorgan's parking guidelines identify the site as being in Zone 6 (deep rural) which is considered to be an area with no local facilities within walking distance. An assumption that motorised travel is required for all journeys except for the most local and public transport services are very infrequent or beyond walking distance. This is, however, not the case in respect of Leckwith Quays. The site itself is in fact located in a sustainable location within walking and cycling distance of a number of key facilities, services and regular public transport links as identified above.
- 5.1.23 It is therefore considered that the development proposals comply with the relevant transportation policies of both Vale of Glamorgan and Cardiff Council LDP's, namely LDP**

Policy SP7 of the Vale of Glamorgan LDP and LDP Policies KP6, KP8, T5 and T6 of the Cardiff LDP.

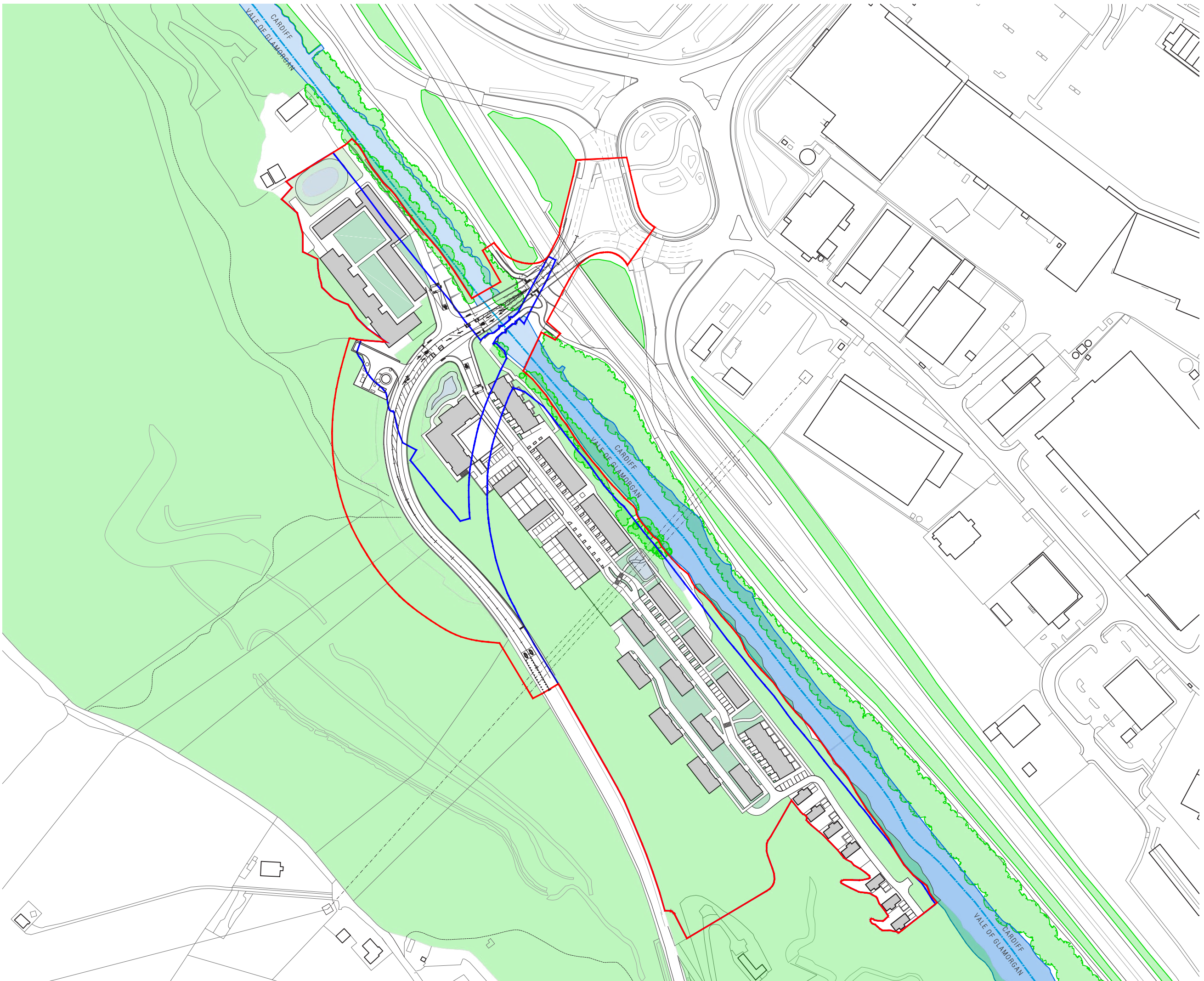
- 5.1.24** In terms of the other LDP Policies the proposed development, as illustrated within the Design and Access Statement and associated illustrative masterplans, offers the potential to create a high quality, distinct, legible and sustainable design that will deliver a range and choice of housing in a unique riverside environment which enjoys both a rural and urban position. The development also supports the principles of community safety and incorporates an innovative landscape strategy which seeks to provide meaningful open space and landscaping within the context of the site. **The density of the development will result in an efficient use of this brownfield site and the design is resource efficient and provides sustainable water management solutions, all in accordance with Vale of Glamorgan LDP Policy MD2, MD3, MD6 and Cardiff LDP policy KP5.**
- 5.1.25 Turning to ecological matters, further Extended Phase 1 detailed surveys have been undertaken for bats, otters, breeding birds, badgers, dormouse and great crested newts during 2019 and 2020. The surveys confirm that the site itself mainly comprises cleared and levelled land meaning that the great majority of the habitats within the site either comprise bare ground, hardstanding or cleared and levelled ground supporting only secondary ruderal vegetation and some scrub. The fringes of the site, however, support broadleaved semi-natural woodland to the south-west and a very narrow belt of scrub and ruderal vegetation along the north-eastern fringe where it abuts the adjacent river. There are also some neglected formal garden areas associated with the residential building, one of which contains a large artificial pond.
- 5.1.26 The results of the survey have confirmed that several of the buildings are known to support roosting **bats and otters are known to use the River Ely.** [REDACTED]
- 5.1.27** Having regard to the above, a landscape strategy has been devised for the site which seeks to retain and enhance the woodland, habitats and biodiversity on and across the site. In particular, the strategy seeks to create green fingers of woodland planting to connect the woodland and riverside habitats and forming wildlife corridors between the two. The green fingers will also act as dark corridors across the site providing trees as a buffer from the built environment and shield from any necessary lighting on site. **As such, the proposed development would not have an adverse impact in terms of ecology and biodiversity and would therefore accord with Vale of Glamorgan Policies SP10 and MD9.**
- 5.1.28** As previously identified, Leckwith 'Old' Bridge is designated as a Scheduled Ancient Monument and is Grade II Listed. An Archaeological Desk Based Assessment has been undertaken of the proposals which outlines that the bridge itself will not be adversely affected by the development proposals, subject to appropriate mitigation measures being adopted during the construction phase of the development. **The scheme will not, therefore, adversely affect Vale of Glamorgan LDP Policy MD8.**
- 5.1.29** In terms of all other environmental matters covered by Vale of Glamorgan LDP Policy MD7, the application proposals are supported by an Environment Statement which provides an assessment of the proposals in relation to a number key matters including flood risk and hydrology, ground conditions, noise and vibration and air quality. **The proposed scheme is not, therefore, in conflict with the flood risk, hydrological and drainage policies of the Vale of Glamorgan LDP Policy MD7.**
- 5.1.30 In terms of national planning policy, and PPW10 in particular, which now has a strong emphasis on place-making based upon its primary objective 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 and the Well-being of Future Generations (Wales) Act 2015, this essentially means that the "right" development should be provided in the "right" place.

- 5.1.31 In this respect the proposed development seeks to deliver a sustainable and cohesive community and to ensure that an active and social place is created in this area of both the Vale of Glamorgan and Cardiff both now and in the future.
- 5.1.32 In particular, the development will help to:
- facilitate a range and choice of housing;
 - deliver a key component of highways infrastructure which is vital to maintaining accessibility and connectivity between Cardiff and the Vale of Glamorgan;
 - deliver a cohesive community accessible to all members of society, including older people;
 - protect and enhance the existing built and natural environment;
 - connect to the wider environment for good health and well-being;
 - enable sustainable access by walking, cycling and bus to employment, shopping, education, health and community facilities and green infrastructure;
 - encourage modal shift; and
 - encourage and improve social well-being and health by offering opportunities for access to social interaction and physical activity resources present in the area.
- 5.1.33 **The development would therefore be fully integrated with the locality and, as such, it will fulfil many of the National Sustainable Placemaking Outcomes as set out in PPW 10 (Figure 4). It is also, therefore, the right development in the right place having regard to the PPW10 Key Planning Principles.**
- 5.1.34 **The proposed development therefore fully complies with national and local planning policy.**

6 SUMMARY AND CONCLUSIONS

- 6.1.1 This Planning Statement has been prepared in support of a hybrid planning application for residential development for up to 250 dwellings (to be submitted in outline), associated highway and bridge improvement works (to be submitted in full), on land at Leckwith Quays, Leckwith Road.
- 6.1.2 The proposed development site falls within the Local Authority areas of both the Vale of Glamorgan and Cardiff Councils. The residential element of the proposed development lies solely within the administrative boundary of the Vale of Glamorgan with only some of the proposed highway works falling within the administrative boundary of Cardiff.
- 6.1.3 An assessment of the development proposals against all relevant national and local planning policy considerations has been undertaken and the proposed development has been found to fully comply. It is contended, therefore, that planning permission should be granted and in a timely manner.

APPENDIX 1: SITE LOCATION PLAN/DEVELOPMENT BOUNDARIES



- NOTES
1. WHERE TOPOGRAPHICAL SURVEY INFORMATION IS MISSING, ASSUMED CONTOURS ARE SHOWN IN DASHED LINE.
 2. EXACT LINE OF RIVER BANK UNKNOWN IN PLACES DUE TO DIFFICULTY OF ACCESS
 3. EXISTING INFORMATION IS BASED ON TOPOGRAPHICAL SURVEY - WHERE SURVEY INFO IS NOT AVAILABLE, INFORMATION IS BASED ON OS DATA.

- KEY:
- PLANNING SITE BOUNDARY
 - EXTENT OF OWNERSHIP
 - - - ADMINISTRATIVE BOUNDARY

PLANNING
1844/S.101B

LECKWITH QUAY

SITE LOCATION PLAN
1:2500@A3 FEB 20

LOYN + CO
ARCHITECTS

APPENDIX 2: CONCEPT MASTERPLAN

- **BLOCK A**
50no. 28 4P apartments.
Dwelling size average: 70m²
- **BLOCK B**
13no. 38 5P houses (HOUSE TYPE B)
Dwelling size average: 116m²
18no. 28 4P duplex (Duplex Dwelling Type 7)
Dwelling size average: 73m²
- **BLOCK C**
31no. 28 4P apartments.
Dwelling size average: 70m²
- **BLOCK D**
28no. 28 4P duplex
(Duplex Dwelling Types 1 + 2)
Dwelling size average: 94m²
- **BLOCK E**
18no. 38 5P duplex (Duplex Dwelling Types 3 + 4)
Dwelling size average: 113m²
- **BLOCK F**
14no. 28 4P duplex
(Duplex Dwelling Type 5)
Dwelling size average: 81m²
14no. 38 5P duplex
(Duplex Dwelling Type 6)
Dwelling size average: 118m²
- **HOUSE TYPE A**
7no. 38 5P houses
Dwelling size average: 125m²
- **HOUSE TYPE C**
8no. 38 5P houses
Dwelling size average: 95m²
- **HOUSE TYPE D**
7no. 48 7P houses
Dwelling size average: 165m²
- **HOUSE TYPE E**
14no. 38 5P houses
Dwelling size average: 178m²

DWELLING MIX:

Apartments:	95
Duplex Dwelling:	78
Houses:	55
TOTAL	228

PLANNING

1844/S.102B

LECKWITH QUAY

PROPOSED MASTERPLAN

1:1250@A1 FEB 20

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