Additional Matters Arising Changes Schedule:
Appendix Two: MAC5 Policy KP2, KP2 (A) to KP2 (H)
Appendix Two: MAC5 KP2 and New Key Policies, KP2(A) to KP2(H)

Policy KP2

Amend Policy KP2: Strategic Sites and reasoned justification and insert new policies KP2A to H after existing KP2

New paragraphs to be inserted after existing paragraph 4.54:

A summary of the key infrastructure requirements relating to the Strategic Sites are provided within KP2(A) to KP2(H). This information will be cross-referenced in the Cardiff Infrastructure Plan which is a, ‘living document’ sitting alongside the LDP. The Infrastructure Plan is directly linked to the LDP Monitoring Framework and regularly updated in order to effectively respond to changes in baseline information, procedures and legislation. Estimated costs of infrastructure provision and details of estimated square footages of facilities are referenced within the Infrastructure Plan based on current considerations, requirements, and information available at a point in time so represent indicative figures. Future updates to the Infrastructure Plan will allow such information to be regularly updated to reflect prevailing circumstances and show more detail when it is known. Policies KP6 and KP7 relating to new infrastructure and planning obligations provide further policy guidance with regard to the delivery of new infrastructure and are also linked to the Infrastructure Plan and Annual Monitoring Framework.

Infrastructure requirements for these sites will primarily be delivered through planning obligations/ Section 106 Agreements with policies KP6 and KP7 providing the policy framework. Policy KP6 also outlines other potential funding sources which may be required in addition to developer contributions. Further details as they emerge will be incorporated into the Infrastructure Plan as it is updated in future years as part of the formal LDP monitoring process.

The masterplanning and good quality & sustainable design principles set out in KP4 and KP5 will be used to provide a framework to consider planning applications relating to all Strategic Sites along with other development as defined in the
policies. In addition, the site-specific masterplanning requirements for each Strategic Site are identified within KP2(A) to KP2(H) and depicted, where appropriate, on the indicative Schematic Frameworks. Although only for illustrative purposes, the Schematic Frameworks should be read in conjunction with relevant policies to provide an over-arching context for the future development of the Strategic Sites.

Delete existing paragraphs 4.55 to 4.67 relating to Strategic Site H as these matters will now be covered by proposed new KP2(H):

4.55 In response to issues raised in the Sustainability Appraisal with regard to environmental aspects of the strategic employment site at south of St Mellons Business Park, the following paragraphs explain the rationale for including the site together with how flood risk and other environmental concerns can be addressed as part of the scheme.

4.56 This is an important employment site which contributes to the necessary range and choice of types of employment opportunities in the city. Its location is particularly well placed to provide accessible job opportunities to areas of known deprivation and its position adjacent to the main rail line offers significant opportunities for a new station together with supporting sustainable transportation infrastructure. This proposal is a long-standing proposal in the Regional Transport Plan, is identified in the emerging work on the South Wales Metro concept and has Welsh Government support.

4.57 However, it is recognised that the area possesses environmental and flood risk constraints. In terms of environmental issues, the majority of the area is a Site of Special Scientific Interest with the reens forming the major interest. Additionally, the adjoining Estuary is a European designated site so run-off issues and disturbance will be particularly sensitive. The land also meets the qualifying criteria using the LANDMAP landscape methodology for Special Landscape Area status. Furthermore, there are significant historic interests and the land is designated as a Historic Landscape and Archaeologically Sensitive Area.
4.58 These environmental and flood risk constraints have been carefully examined so that suitable mitigation and enhancement measures can be put in place to address these issues. Further details are contained in Supporting Document 16 outlining site specific masterplanning framework for the site.

4.59 Considerable work has been undertaken to evidence the degree of flood risk in line with national guidance. The Strategic Flood Consequence Assessment work (SFCA) has analysed the risks when looking at the lifetime of development. The Phase 3 SFCA report undertaken by Atkins demonstrates that the flood risk can be effectively mitigated for the site. This can be achieved through a combination of raising the Sea Wall at points most prone to breaching together with raising ground levels on the development site. The costs associated with this work are not considered to undermine the financial viability of the proposal.

4.60 The Environment Agency (EA, now called Natural Resources Wales) has validated the methodology undertaken during this study. Furthermore, the Severn Estuary Flood Risk Management Strategy 2013 consultation proposes sea wall improvements to the area identified by Atkins as a weak section at Tabb’s Gout requiring an upgrade so it is consistent with other flood defences along the coast. It is anticipated that the works will be implemented in the near future, probably in 2015/16.

4.61 It should be stressed that an extensive area of land behind the Sea Wall is exposed to flood risk both in Cardiff, Newport and Monmouthshire, especially in future years when evidence points to sea levels rising. This includes existing properties, the main rail line into South Wales, power lines and undeveloped land, much of which forms part of the far wider Wentloog Levels Site of Special Scientific Interest (SSSI). Any significant flood event could therefore have profound implications (social, economic and environmental) which is why the aim of the Severn Estuary Shoreline Management Plan is to ‘hold the line’ in terms of flood defences in this area.
4.62 The social and economic benefits of delivering a strategic employment site in St Mellons would be profound. In a Cardiff context, it would represent a key strategic site by providing a well accessed and high quality site close to the strategic highway network. With these qualities the site is uniquely placed within the city-region and would be capable of attracting inward investment opportunities for high value and knowledge-based sectors. The site would also add an extra dimension to the Cardiff offer in terms of office supply by adding to the range and choice of employment locations and providing a degree of flexibility in providing campus-style office jobs which address market requirements. Furthermore, its location adjacent to the main line offers the potential to develop direct rail links with a new rail station linked to a park and ride facility.

4.63 The site is located near to residential areas of high unemployment and could be readily integrated with the existing St Mellons Business Park. In particular, this is a high quality site for existing businesses, who are looking to raise their added value, a key requirement for manufacturing companies if they are to grow and embed themselves in the local economy. Research has indicated that a high quality site (like St Mellons) and buildings can attract both low value added users and high value added users. However, a low quality site and buildings can only attract low value added users. Having regard to size, location, proximity to other uses and access, the St Mellons site is particularly well placed in Cardiff to deliver this important role.

4.64 The land is currently used for agricultural purposes but is also designated as an SSSI for the reens together with fields which host invertebrates and bees. Furthermore, the area is noted for its high landscape and historic value. Development of this site can be undertaken in a sensitive manner to minimise harm and include enhancements with considerable scope for large scale mitigation measures south of the rail line and incorporating a design and layout following guidance issued by the Countryside Council for Wales which offers practical guidance on how development can take place in the Wentloog Levels SSSI. In this respect it should be noted that the site forms the western extremity of a far wider landscape unit and in many ways is not a pristine example of the levels environment with a large number of detracting elements together with few reens on large parts of the site.
4.65 However, the social and economic benefits are considerable both in a Cardiff context and locally due to the location of the site near areas of high unemployment and could be readily integrated with adjoining uses. Additionally, the provision of a new rail station adjacent to a new employment area opens up considerable wider benefits beyond Cardiff and will help deliver social, economic and sustainable transportation benefits for South East Wales.

4.66 Furthermore, the development of this site will act as a catalyst to bring about the Sea Wall defence works which will help protect a much wider area. Indeed, the whole SSSI could be lost if inundated with sea water so an appropriate balance must be made. Mitigation measures can be undertaken to reduce impact and in this respect account will be taken of the CCW Guidance Booklet on how to bring forward development in the Wentloog Levels SSSI.

4.67 In conclusion, taking all evidence and assessments into account, it is considered that the economic and social benefits of this proposal are considered to outweigh environmental concerns and in this respect it is noted that mitigation measures can be delivered to reduce harm.
KP2(A): CARDIFF CENTRAL ENTERPRISE ZONE AND REGIONAL TRANSPORT HUB

Land is allocated at Cardiff Central Enterprise Zone, as defined on the Proposals Map, for a major employment-led initiative including a Regional Transport Hub together with other mixed uses in Cardiff City Centre in order to fulfil Cardiff’s role as economic driver of the city-region, providing major employment opportunities focused on financial and business services and maximise the advantages of its central location. Supporting essential, enabling and necessary infrastructure will be delivered in a phased manner with specific requirements secured through planning consents including:

Essential/Enabling Infrastructure

- **Transport & Highways:**
  - Central, public transport hub providing access to and interchange between rail network, the rapid transit and strategic bus corridors referred to in Policy T2, the city-wide bus network and the strategic cycle network;
  - Improving existing bus routes and services including bus priority measures between the site, Cardiff Bay and other parts of the city;
  - **Rapid Transit- Southern Corridor**
- **Walking and cycling:**
  - Enhance pedestrian and cycle access between north and south sides of main railway line including enhanced railway underpasses;
  - Enhance east and west connections through the area connecting developments;
  - Enhanced/extend Canal Park as a cycling and walking route, creating a new green corridor linking the Bay Waterfront to Callaghan Square, the City Centre and beyond;
  - Integrate site with the Strategic Cycle Network Enfys including Routes 1, 2, 3, 4, 5, 6, 9, 90, 34, 35, 50, the city centre ‘hub’ routes, the Taff Trail and the Bay Trail;
  - Provide a central cycle parking hub with associated facilities as an integral component of the regional public transport hub and of a scale befitting its regional and capital function;
  - Provide secure cycle parking and associated facilities in locations which encourage cycling to the city centre and integration with public transport services;
- Improve connections to Millennium Stadium including Gate 5;
- Create continuous river walk on Taff East bank

**Necessary Infrastructure**

- **Education** - 1 new Primary School and contribution to existing Secondary Schools;
- Minimum of approximately 7ha Open Space including approximately 3.5ha of formal recreation, 1 playground, 1 teen facility, 1x 40 plot allotment site;
- **Contribution to off-site community facility provision:**

Development shall accord with the following key masterplanning requirements (as depicted, where appropriate, on the Schematic Framework):

- **Densities** will be maximised to make efficient use of city centre land in a highly accessible location. High rise, high density developments at appropriate locations within the site are encouraged and residential densities in excess of 100 dwellings per hectare are not considered unreasonable in principle. Employment densities for B1 office development are expected to be at least 14.5 square metres per employee (gross external area);
- **Employment provision** to include Grade A office accommodation and developing Callaghan Square as Wales’ premier business location. The site will also provide a range and choice of opportunities to meet business needs including start-up businesses, creative workshops and incubator units;
- **Create destination spaces** with active uses which complement the business offer including Central Square (new public piazza with active ground floor uses), Southern Gateway (new public space south of Central Station), Callaghan Square (greening of spaces whilst maintaining a ‘civic’ presence), and Taff East Bank (creating active uses and new leisure destination);
- **Make improvements** to the Arena Area with links to Queen Street Station;
- **Ensure that development does not prejudice** the future delivery of the Metro by keeping free land required for the project once land requirements are known;
- **Provision of high quality way-finding** and clearly defined pedestrian routes to key destinations;
- **Ensure a consistent approach** to the use of high quality street furniture and paving materials;
• Improve routes and connections to support the Butetown Regeneration with links to community facilities and services including Loudon Square as a community “hub”;
• Maximise linkages to the Taff Trail and Canal Park;
• Integrating new development sensitively with new and existing developments and take opportunities for commercial activity along Dumballs Road;
• Upgrade site gateways, railway bridges/underpasses and the public realm;
• Effectively responding to landscape and biodiversity assets by:
  - Maximising the asset of River Taff frontage;
  - Developing opportunities for natural greenspaces to create urban parkland settings;
• Effectively respond to heritage assets by:
  - Assessing and effectively addressing potential impacts on Conservation Areas and Listed Buildings within and adjoining the site;
  - Integrating public art and heritage interpretation as part of proposals;
• Investigating opportunities for new developments in Dumballs Road to have a separate drainage system, including running surface water to the river and integrating landscaped areas;
• Seek to develop opportunities for SUDS to relate to/extend the “Greener Grangetown” scheme.

1. The Cardiff Central Enterprise Zone is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the largest brownfield site within the Plan (78.8 ha) and occupies a particularly accessible location in the centre of Cardiff including the major transportation hub around Cardiff Central station. Overall, it represents a significant sustainable regeneration opportunity in the heart of the city and is fully consistent with delivering the Plan’s vision and objectives.

2. The land is owned by numerous landowners and will be delivered by a number of different developers operating out of different sites. This policy, together with other relevant policies, will provide the overarching masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process. In this respect it should be noted that different potential projects in the area are operating to different timescales so an over-prescriptive approach would not be appropriate.
4. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision.

5. The site is in a central location with a good level of accessibility by non car-based travel. The transport sustainability of the site will be further enhanced through the development of the regional transport hub linking different sustainable forms of transport and the wider improvements to the strategic public transport network and the walking and cycling networks that will be secured in conjunction with the development of other Strategic Sites and through the Council’s own infrastructure programmes.

6. Although details of the mode and potential alignments of the Metro are not yet known it is likely that the project will provide access to this Strategic Site. Work undertaken to date by the Welsh Government has not firmed up detailed proposals and there is no current certainty on any detailed alignments so it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. Therefore, this policy references the potential future need to safeguard land required for the Metro project once any land requirements are known. Future Plan reviews and the annual monitoring framework linked to the ‘living’ Infrastructure Plan provide mechanisms to ensure the LDP process can be further updated in this respect.
KP2(B): FORMER GAS WORKS, FERRY ROAD

Land is allocated at the former Gas Works, Ferry Road, as defined on the Proposals Map, for a housing-based scheme of 500 homes and other associated community uses, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

Essential/ Enabling Infrastructure

- **Walking and cycling:**
  - Improve pedestrian access to public transport facilities in the vicinity of the site;
  - Provide new and enhance existing pedestrian/cycle links from the site to the Ely Trail, Grangemoor Park, Cardiff Bay Retail Park and other community facilities within the area including Channel View Centre

Necessary Infrastructure

- **Contribution to off-site community facility provision;**
- **Education- Contribution to existing Primary and Secondary Schools;**
- Minimum of 1.2ha Open Space including 1 playground, 1 teen facility, plus contributions to formal open space, allotment provision and play provision

Development shall be undertaken in a comprehensive manner and accord with the following key masterplanning requirements (as depicted, where appropriate, on the Schematic Framework):

- **Densities will be maximised to make efficient use of this brownfield site with high density residential accommodation of at least 50 dwellings per hectare considered appropriate and in keeping with the characteristics of the area;**
- **The density, design, scale and layout at the northern end of the site should respond effectively to the adjacent Ikea building;**
- **The layout should relate effectively to the railway line forming the western boundary of the site including mitigating any acoustic impacts;**
• Ensure that the cycle trail linking the Ely Trail to Ferry Road is retained and that the layout provides a safe and overlooked solution;
• Maximise the relationship between the site, the River Ely and Grangemoor Park including extending the park along the river frontage to create a riverside park with informal play opportunities;
• Effectively respond to landscape and biodiversity assets by:
  - Mitigating and compensating for reptiles and bats;
  - Enhancing the buffer of trees along the railway line;
  - Ensuring an adequate buffer from the River Ely Site of Importance for Nature Conservation to protect the river bank and associated vegetation;
• Effectively respond to heritage assets by:
• Assessing and effectively addressing potential impacts on the character and setting of the Listed Gas Holder and demonstrating how the proposals can successfully integrate this historic asset;
• Explore the potential to collect methane gas from Grangemoor Park to create a heat and power system together with exploring other potential opportunities such as biomass to create electricity and to heat the site’s buildings.

1. The former Gas Works, Ferry Road, is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is a brownfield site (9.9 ha) well-located within the urban area adding to the range and choice of housing offer in the Plan.

2. The land is owned by a single landowner and will be delivered in a comprehensive manner. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

4. The relative scale of the site allows for a maximum of 2 outlets at any time with full delivery of the 500 units anticipated between 2017 and 2024. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

5. Due to the accessible location of the site and proximity to existing social/community facilities in the area it is considered appropriate to secure developer contributions to improve nearby facilities as outlined in the policy.
Schematic Framework: Strategic Site B
Former Gas Works, Ferry Road

- Site Boundary
- Core Cycle Route
- Connecting links to wider Cycle Network
- Listed Building
- Residential Areas
- Open Space Corridors
- Existing Residential
- Existing School
- Existing Retail Area
- Existing Open Space
- Existing Employment

Diagramatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.

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KP2(C): NORTH WEST CARDIFF

Land is allocated at North West Cardiff, as defined on the Proposals Map, for a mixed-use comprehensive development including a minimum of 5,000 homes and local employment opportunities, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - Provision of new bus-based Rapid Transit Corridors through the site providing links between the District/Local Centres and a new Transport Hub in the Easternmost District/Local Centre;
  - Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Western Bus Corridor and other routes within the North West Rapid Transit Corridor;
  - Off-site infrastructure including bus priority enhancements on the Western Bus Corridor and measures to improve linkages into Rhondda Cynon Taf;
  - Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services
- **Walking and cycling:**
  - On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including existing local centres and Schools at Fairwater, Pentrebane, Danescourt and Radyr;
  - Links to the Taff and Ely Trails;
  - Links to off-site public transport destinations including Radyr, Danescourt and Llandaff Rail Stations
Necessary Infrastructure

- 1 District Centre and 3 Local Centres (including provision of business and local employment uses), Primary Care facility, Multifunctional community leisure facility including library facility, and financial contribution to upgrading of Fairwater Leisure Centre;
- Education- 1 new Secondary School, 3-4 new Primary Schools located in or adjacent to District/Local Centres, and financial contribution to existing Primary Schools in earlier phases;
- Minimum of 30ha Open Space including 15ha of formal recreation, 6 playgrounds including destination play area, 2 teen facilities plus off-site contribution, and 2x 50 plot allotment sites (through on-site/off-site provision)

Development shall be undertaken in a comprehensive manner and accord with the following key masterplanning requirements (as depicted, where appropriate, on the Schematic Framework):

- Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) mixed-use development within District/Local Centres and medium to high density (35-50+ dwellings per hectare) along the Rapid Transit Corridors;
- Initial phases towards the east and along Llantrisant Road, middle phases towards the centre of the site and later to the west;
- Ensure that the potential future delivery of the ‘Metro’ is not precluded by keeping a corridor alongside and including the disused rail line running through the site (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;
- District/ Local Centres to be accessible by walking, cycling and public transport and accommodate a range of services including convenience goods floorspace plus other retail of a scale and nature which accord with Plan retail policies with the anchor food store to be located within the District Centre towards the east of the site;
- Employment provision (B1 & B1(b)(c)) to be located in and adjoining the District/Local Centres amounting to approximately 15,000sqm;
- New Schools to be located in and adjoining the District/Local Centres;
• Provide good land use and transportation integration with the adjoining areas of Pentrebane, Fairwater and Radyr;
• Providing an active frontage onto Pentrebane and Llantrisant Roads;
• Effectively respond to landscape and biodiversity assets by:
  - Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:
    - Links between retained woodlands at Coed y Trenches, Coed y Gof, Waterhall, Halfwrt and Coedbychan;
    - Corridor along the valley through the middle of the site;
    - Links to the countryside to the west and south-west;
    - Linking corridors where possible between the above to provide a good network
  - Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts on the site including protection of the existing 2 ponds in the Pentrebane Cottages SINC and provision of a minimum of 2 additional ponds in the locality;
  - Providing suitable buffers to retained woodlands referred to above and other habitats including hedgerows and streams;
• Effectively respond to heritage assets by:
  - Assessing and effectively addressing potential impacts on the St Fagans Conservation Area (retain woodland/ hedgerow buffers together with provision of new planting) and the Listed Buildings (together with their settings) within and adjacent to the site;
  - Effectively respond to other constraints including Radyr Golf Course (ensuring no conflict with errant golf balls) and existing easements (overhead pylons and underground infrastructure); and
• Ensuring that that development does not adversely affect the water quality of the Nant Rhydlafar.

1. North West Cardiff is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the largest Strategic Site within the Plan (346 ha) and relates to countryside to the west of Radyr, Fairwater and Pentrebane, and to the north of the village of St Fagans.
2. The vast majority of the land at North West Cardiff is within the control of the Trustees of St Fagans no. 1 & 2 and no. 3 Trust and will be delivered by a number of different developers operating out of different outlets. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

4. The scale of the site allows numerous outlets to be operating at any one time in different parts of this large site and will provide a wide range and choice of housing offer and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

5. Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations within the site to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Western Bus Corridor with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural ‘desire lines’ of people making trips on foot and by bicycle.

6. Although details of the mode and potential alignments of the Metro have yet to be defined, it is important that the development of this site does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests that the disused rail line running through the middle of the site forms the most likely option in this locality but there is currently no certainty on the detailed alignment. For example, there is uncertainty of the future mode and whether the route would be based on the existing disused rail line or whether it would be better located either alongside to the north or to the south.
7. Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, densities and layouts are developed to take account of the potential delivery of this strategic transportation project.

8. District and Local Centres will be the focus for community uses and activities including Schools in close proximity. The precise number of Primary Schools (3/4) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process.

9. It should be noted that it is anticipated that the delivery of this large site will extend beyond the plan period (some 1,500 homes are anticipated being delivered post 2026). In this respect, whilst the Schematic Framework relates to the total geographical extent of the overall site area to ensure a high-level consistent approach to addressing site-specific factors, the infrastructure requirements as set out in this policy relate to the number of homes proposed during the plan period (for 5,000 new homes). Future annual monitoring, Plan reviews and ongoing updates to the Infrastructure Plan will ensure that any infrastructure requirements for homes post-2026 are captured at the appropriate juncture and consequently inform any future Development Management activity with regard to homes over and above the 5,000 proposed during the plan period.

10. Search Area A The further future flexibility option (north of Llantrisant Road is not included within the Strategic Site allocation. This would only be triggered if necessary through future Plan review following annual monitoring indicating that the provision of new homes is proceeding beyond anticipated rates and justifies such a release within the last years of the plan period. Therefore, it is considered premature to factor in potential detailed infrastructure and masterplanning matters at this juncture relating to this land. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.
KP2(D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU

Land is allocated:

(i) North of Junction 33 on the M4, as defined on the Proposals Map, for a mixed-use development of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site; and

(ii) South of Creigiau, as defined on the Proposals Map, for a housing-based scheme of approximately 650 homes representing a southern extension to the village

Essential, enabling and necessary supporting infrastructure will be delivered in a phased manner with specific details formally tied into planning consents including:

Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - **Provision of new bus-based Rapid Transit Corridors through the site North of Junction 33 linking directly to the Western Bus Corridor;**
  - **Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Western Bus Corridor and other routes within the North West Rapid Transit Corridor;**
  - **Off-site infrastructure including bus priority enhancements on the Western Bus Corridor and measures to improve linkages into Rhondda Cynon Taf;**
  - **Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services;**
  - **Strategic park and ride facility North of Junction 33 linked to the Rapid Transit Corridor and public transport node including Bus Gate to provide priority for public transport and limit unauthorised access by car to Junction 33;**
- Public transport node in close proximity to the employment uses, Park & Ride facility and Local Centre to the south of the site;
- Improve the Llantrisant Road/ Cardiff Road junction
- Walking and cycling:
  - On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including the new neighbourhood centre from the north, improved pedestrian/ cycling links to existing and proposed schools;
- Provide a safe crossing of Llantrisant Road;
- Creating an east-west connection between Public Rights of Way (Footpaths numbered 10 & 18)

### Necessary Infrastructure

- **1 Local Centre within Site D including Primary Care facility and multifunctional community leisure facility including library facility;**
- **Education:** 1-2 new Primary Schools with 1 located in or adjacent to Local Centre, and financial contribution to existing Secondary Schools;
- **Minimum of 12ha Open Space including 6ha of formal recreation, 3 playgrounds, 1 teen facility, and 1x 40 plot allotment site;**
- **Improve community facilities in the existing neighbourhood centre in Creigiau to provide new facilities for existing and new residents**

**Development shall be undertaken in a comprehensive manner and accord with the following key masterplanning requirements (as depicted, where appropriate, on the Schematic Framework):**

- **Provide a range/ gradient of densities across the site with the highest density (minimum of 45-50+ dwellings per hectare) around the Local Centre to the south of the site. Medium density housing (35-45+ dwellings per hectare) will be provided on land close to Llantrisant Road and adjacent to the Rapid Transit Corridors and to the west of the land south of Creigiau. Lower densities will be provided on the elevated land west of Cardiff Road and to the west of the site North of Junction 33;**
• Layouts on Sites D and E should reflect the interrelationships between the sites with delivery considered acceptable in tandem through different outlets with initial phases including the provision of the park and ride facility together with public transport enhancement measures;
• Ensure that the potential future delivery of the ‘Metro’ is not precluded by keeping a corridor through the sites (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;
• Exclude vehicular access onto the M4 except for part of the park and ride facility and part of the business area situated adjacent to the junction;
• Exclude through-traffic between both sites;
• Provide future vehicular, walking/ cycling access from the site North of Junction 33 to the ‘flexibility allowance land’ to the west;
• Facilitate interchange between local bus and rapid transit services;
• Local Centre to be located north of the business land and adjacent to the rapid transit interchange and Primary School and to include convenience goods floorspace plus other retail use of a scale and nature which accords with Plan retail policies;
• High quality business uses to reflect the strategic location of the site (excluding B8 uses) to be located adjacent to Junction 33 and an additional flexible local employment space to be located adjacent to the Motorway to the south west of the site;
• Provide a landscape buffer between employment and residential uses and along the boundary of the M4 to reduce impact;
• Provide safe and convenient pedestrian/ cycle links between the site and Creigiau village including links with existing Public Rights of Way;
• Effectively respond to landscape and biodiversity assets by:
  - Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:
    - Links between retained ancient woodland at Castell y Mynach, marshy area to the north and young woodland buffer strip alongside Llantrisant Road;
    - Links from the Nant Henstaff, through Coed Gwenybwlau, linking to the disused rail line and Pencoed Wood;
- Enhancing the disused rail line as a walking/cycling and ecological corridor;
- Links to the countryside to the west;
- Linking corridors where possible between the above to provide a good network
- Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts and Dormouse on the site including protection of the existing watercourses and provision of suitable compensatory planting to supplement existing retained habitats;
- Providing suitable buffers to retained woodlands and streams referred to above and other habitats including hedgerows within the sites;
- Effectively respond to heritage assets by:
  - Assessing and effectively addressing potential impacts on known assets including the Listed Buildings of Pencoed House, Church of St Elldeyrn and the Old Forge;

1. Land North of Junction 33 on the M4 and South of Creigiau are two of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. As the sites are adjacent and separated only by Llantrisant Road, there is considered logic in setting out masterplanning and infrastructure requirements in a comprehensive manner but also including addressing site-specific issues for each site. The sites amounting to 141ha will help bring forward new homes, jobs and supporting infrastructure including a new strategic park and ride facility.

2. The masterplanning process to date has reflected joint-working between parties relating to both sites to ensure a comprehensive approach is taken.

3. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

4. The scale of the sites allows numerous outlets to be operating at any one time and will provide a wide range and choice of housing offer and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.
5. Rapid Transit Corridors within the site North of Junction 33 will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations within the site to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Western Bus Corridor with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural ‘desire lines’ of people making trips on foot and by bicycle.

6. Although details of the mode and potential alignments of the Metro have yet to be defined it is important that the development of these sites does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests numerous potential options in this area and there is currently no certainty on the detailed alignment. For example, there is uncertainty of the future mode and whether the route would be based on the existing disused rail line or whether it would be better routed elsewhere.

7. Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, layouts and densities are developed to take account of the potential delivery of this strategic transportation project.

8. The new Local Centre on Site D and new Primary School to be located within or adjoining it will be a focus for community uses and activities. Facilities will also be improved in the existing neighbourhood centre in Creigiau to provide new facilities for existing and new residents. The precise number of Primary Schools (1/2) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process. Specifically, consideration will be given to the merits of extending the existing Primary School at Creigiau as an alternative to the provision of a second new school.
9. The further future flexibility option — Search Area B (to the west of the site North of Junction 33) is not included within the Strategic Site allocation. This would only be triggered if necessary through future Plan review following annual monitoring indicating that the provision of new homes is proceeding beyond anticipated rates and justifies such a release within the last years of the plan period. Therefore, it is considered premature to factor in potential detailed infrastructure and masterplanning matters at this juncture relating to this land although the schematic framework identifies potential access to the site. However, as a minimum, this policy sets out the need to provide potential future vehicular, walking and cycling access from Site D to the ‘flexibility allowance land’ to the west. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.
Schematic Framework: Strategic Sites D and E Land at J33 / South of Creigiau

- Site Boundary
- Bus-based Rapid Transit Corridor
- Connecting links to North West Rapid Transit Corridor
- Park and Ride
- Bus Gate
- Safeguarded route for Metro within site.
- Core Cycle Route
- Connecting links to wider Cycle Network
- Walking/Cycling Routes
- Residential Areas
- District/Local Centres
- Primary School
- Business/Employment Uses
- Retained woodland
- Open Space Corridors
- Existing Residential
- Existing School
- Existing Retail Area
- Existing Open Space
- Existing Employment
- Listed Building

Diagramatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.

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KP2(F): NORTH EAST CARDIFF (WEST OF PONTPRENNAU)

Land is allocated at North East Cardiff (West of Pontprennau), as defined on the Proposals Map, for a mixed-use comprehensive development of a minimum of 4,500 homes, employment and other associated community uses, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - Provision of new bus-based Rapid Transit Corridors through the site providing links between the District/Local Centres including Bus Gates at access point to Cardiff Gate Business Park and St Mellons Road at the eastern edge of the site;
  - Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Eastern/Northern Bus Corridors and other routes within the North Eastern Rapid Transit Corridor including services linked to Strategic Site G, facilitating transfer/ improving interchange facilities to Rhymney Line rail services at Llanishen Station and Thornhill Station, and, employment facilities at St Mellons Business Park and Strategic Site H;
  - Off-site enhancements including bus priority measures to the Eastern/Northern Bus Corridor;
  - Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services;
- **Walking and cycling:**
  - On and off-site measures to provide safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including existing local centres and Schools at Pontprennau, Pentwyn, Lisvane and Cardiff Gate Business Park;
  - Links to off-site public transport destinations including Llanishen and Thornhill Rail Stations
Necessary Infrastructure

- 1 centrally located District Centre and 1 Local Centre including Primary Care facility, Multifunctional community leisure facility including library facility, and financial contribution to upgrading of Llanishen and Pontprennau Leisure Centres;
- Education-1 new Secondary School, 3 new Primary Schools and financial contribution to existing Primary Schools;
- Minimum of 26ha Open Space including 13ha of formal recreation, 6 playgrounds including destination play area, 1 teen facility plus off-site contribution, and 2x 50 plot allotment sites

Development shall be undertaken in a comprehensive manner and accord with the following key masterplanning requirements (as depicted, where appropriate, on the Schematic Framework):

- Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) mixed-use development within District/Local Centres and along rapid transit corridors. Medium density (35-45+ dwellings per hectare) around the edge of Pontprennau and to the north of the site. Lower densities to be provided around the edge of Lisvane;
- Initial phases towards the West of the site with middle phases towards the centre and south (including District/ Local Centres) and later phases to the north and east of the site;
- Centrally located District/ Local Centres accessed by rapid transit corridors including interchange facilities between sustainable transport modes and accommodating a range of services including convenience goods floorspace plus other retail of a scale and nature which accord with Plan retail policies;
- Introduce measures to reduce impact of noise from the M4;
- Effectively integrate existing buildings into the design and layout;
- Retain and enhance Public Right of Way network within the site and provide safe, convenient and legible links to the countryside North of the M4, Nant Fawr corridor, Cardiff Gate Business Park and Pontprennau;
- Employment provision (B1 & B1(b)(c)) to be located in and adjoining the District Centre and adjacent to Cardiff Gate Business Park amounting to approximately 6.5ha;
- Provide good land use and transportation integration with the adjoining areas of Lisvane and Pontprennau;
• Effectively respond to landscape and biodiversity assets by:
  - Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:
    - Utilising the stream network (particularly the Nant Ty Draw, Nant Glandulais and Nant y Draenog) as core elements of new ecological corridors through the site;
    - Links from the Nant Fawr corridor south west of the site ensuring the corridor links to other open space corridors within the site;
    - Enhancing the disused rail line as a walking/cycling and ecological corridor;
    - Links to access points to the countryside to the north west at Lisvane and underpasses below the M4;
    - Linking corridors where possible between the above to provide a good network;
  - Ensuring that there is no detriment to the maintenance of the favourable conservation status of Dormouse on the site including provision of suitable compensatory planting to supplement existing retained habitats including Malthouse Woods, other woodlands and hedgerows;
  - Providing suitable buffers to the Llanishen Reservoir SSSI, retained woodlands and streams referred to above and other habitats including hedgerows within the site;
• Effectively respond to heritage assets by:
  - Assessing and effectively addressing potential impacts on known assets including Listed Buildings within and near to the site;
• No development to take place within the C2 flood zone area forming part of the Nant Glandulais valley.

1. North East Cardiff (West of Pontprennau) is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the second largest Strategic Site (237 ha) within the Plan and relates to countryside located between Lisvane to the west, Pontprennau to the east and the M4 Motorway to the north.

2. Most of the land is owned by two landowners and—The Site will be delivered by a number of different developers operating out of different outlets. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.
3. The scale of the site allows numerous outlets to be operating at any one time in different parts of this large site and will provide a wide range and choice of housing offer and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

4. Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Northern and Eastern Bus Corridors with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Northern and Eastern Bus Corridors as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural ‘desire lines’ of people making trips on foot and by bicycle.

5. District and Local Centres will be the focus for community uses and activities including schools in close proximity. They will be well located in relation to sustainable transportation options and also link into the network of green corridors largely based on the existing stream network.
KP2(G): EAST OF PONTPRENNAU LINK ROAD

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

Essential/ Enabling Infrastructure

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

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

Necessary Infrastructure

- 1 centrally located Local Centre linked to rapid transit infrastructure and school facilities including Primary Care facility (Branch Surgery linked to Strategic Site F), multifunctional community facility, and financial contribution to upgrading of Pentwyn and Pontprennau Leisure Centres;
- Education-1 new Primary School located in or adjacent to the local Centre and financial contribution to provision of Secondary School at Strategic Site F;
- Minimum of 7.9ha Open Space including 3.9ha of formal recreation, 2 playgrounds, 1 teen facility, and 1x 26 plot allotment site

Development shall be undertaken in a comprehensive manner and accord with the following key masterplanning requirements (as depicted, where appropriate, on the Schematic Framework):

- Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) alongside rapid transit corridor towards centre of site, medium density (35-45+ dwellings per hectare) towards the north and lower densities alongside the riverside park;
- Initial phases in the south, middle phases towards the centre and later phases to the north;
- Local Centre to accommodate a range of services including convenience goods floorspace and other retail of a scale and nature which accords with Plan retail policies;
- Integrate cluster of low density buildings at St Julian’s Manor/ House;
- Effectively respond to landscape and biodiversity assets by:
  - Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:
    - Creating a riverside park incorporating the Rhymney Trail and other Public Rights of Way on an extensive area of land to the east f the site with links running west into the site;
    - Retaining the green buffer along the A4232 (primarily as an ecological resource and landscape role);
- Links from riverside park to countryside to north and Rhymney Valley to south west;
- Linking corridors where possible between the above to provide a good network
- Ensuring that there is no detriment to the maintenance of the favourable conservation status of Dormouse on the site including provision of suitable compensatory planting to supplement existing retained habitats including compensatory planting on the southern and eastern site boundaries;
- Providing suitable buffers to retained habitats, particularly the hedgerows within the site;
• Effectively respond to heritage assets by:
  - Assessing and effectively addressing potential impacts on known assets including Listed Buildings within and near to the site;
  - Preserving the village character around Llanederyn village and effectively integrate existing buildings into layout including protecting view of St Ederyn’s Church from the A48;
• Effectively respond to heritage assets by:
  - Assessing and addressing potential impacts on the Listed Buildings of Unicorn Public House, Church of St Edeyrn, Bridge House Farm, St Julian’s Manor House and associated curtilage structures;
• Protect water quality of River Rhymney and Nant Mwlan;
• Address issues with Japanese Knotweed along the River Rhymney;
• No development to take place in C2 flood zone forming part of River Rhymney valley.

1. Land East of Pontprennau Link Road forms one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It amounts to 80.7 ha and is located in countryside located between the Pontprennau Link Road to the West, River Rhymney valley to the east, the A48 to the south and the M4 Motorway to the north.

2. Most of the land is owned by a single landowner and has the benefit of Outline Planning Permission for 1,020 homes together with supporting infrastructure and facilities. A Section 106 Agreement has been signed and secures the phased delivery of supporting infrastructure and facilities including the provision of a Primary School on site with trigger clauses securing delivery.

3. Other parts of the site not covered by the Outline Planning Consent will be considered in the context of this policy, together with other relevant policies which will provide the masterplanning and infrastructure planning framework for
landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process
KP2(H): SOUTH OF ST MELLONS BUSINESS PARK

Land is allocated South of St Mellons Business Park, as defined on the Proposals Map, for a strategic employment site together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - Provision of transport hub including new rail station served by relief line rail services connecting to the city centre and services to Cardiff Airport and London via Cardiff Central;
  - Provision of park and ride facility;
  - Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Eastern Bus Corridors and other routes within the North Eastern/Eastern Rapid Transit Corridor including services linked to the City Centre and Strategic Sites G and F;

- **Walking and Cycling:**
  - Provide high quality on-site and off-site walking and cycling links and facilities to maximise walking and cycling access to the site from neighbouring communities including Trowbridge and St Mellons;

- **Flood mitigation/ defences:**
  - Flood mitigation works including raising the development plateaus and providing compensatory flood storage areas south of the rail line

Necessary Infrastructure

- Retain the area of land to the east of Cypress Drive and Faendre Reen as green space linked with Hendre Lake Park;
- If the infilling of any reen or field ditch proves to be unavoidable at the application stage it should be realigned (with at least an equal capacity) around the perimeter of the development or a compensatory length of ditch should be provided elsewhere within the site
Development shall be undertaken in a comprehensive manner and accord with the following key masterplanning requirements (as depicted, where appropriate, on the Schematic Framework):

- **Provide 44 ha of business land capable of accommodating up to 90,000 square metres campus style high quality development similar to existing business park at St Mellons in a location which benefits from Assisted Area Status;**
- **Integrate the site with local facilities in the surrounding area;**
- **Effectively respond to landscape and biodiversity assets by:**
  - Protecting the value of the Gwent Levels SSSI with development being a minimum of 12.5 metres from main reens and 7 metres from field ditches;
  - Ensuring that all development accords with the Natural Resources Wales (formerly Countryside Council for Wales) Wentloog Levels guidelines “Nature Conservation and Physical Developments on the Gwent Levels – the current and future implications”;
  - Integrating any landscape natural features, such as existing reens and hedgerows into the design including provision of suitable buffers;
  - Protecting the Marshfield SINC;
  - Respecting the intricate reen network and exiting hedgerows;
  - Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:
    - Links between retained reens and hedgerows;
    - Green links to Hendre Lake Park which respond to the natural landscape value of the area;
  - Ensuring that there is no detriment to the maintenance of the favourable conservation status of the Shrill Carder Bee by carrying out a survey, and if found, provide appropriate compensatory measures;
  - Ensuring that there is no detriment to the maintenance of the favourable conservation status of European Protected Species including bats, otters and reptiles including provision of suitable compensatory planting to supplement existing retained habitats;
- **Effectively respond to heritage assets by:**
  - Assessing and effectively addressing potential impacts on known assets including the Wentloog Levels Archaeologically Sensitive Area and registered Landscape of Outstanding Historic Interest;
1. This is an important employment site which contributes to the necessary range and choice of types of employment opportunities in the city. Its location is particularly well placed to provide accessible job opportunities to areas of known deprivation and its position adjacent to the main rail line offers significant opportunities for a new station together with supporting sustainable transportation infrastructure. This proposal is a long-standing proposal in the Regional Transport Plan, is identified in the emerging work on the South Wales Metro concept and has Welsh Government support. However, the precise location of the station is yet to be defined so it would be premature to show a specific allocation for this use on the Proposals Map but it is shown within the Schematic Framework and referenced within the policy.

2. It is recognised that the area possesses environmental and flood risk constraints. In terms of environmental issues, the majority of the area is a Site of Special Scientific Interest with the reens forming the major interest. Run-off will enter the River Severn Estuary, a European designated site so drainage and potential disturbance to birds will need to be suitably addressed. The land also meets the qualifying criteria using the LANDMAP landscape methodology for Special Landscape Area status. Furthermore, there are significant historic interests and the land is designated as a Historic Landscape and Archaeologically Sensitive Area.

3. These environmental and flood risk constraints have been carefully examined so that the mitigation and enhancement measures embedded within this policy provide an appropriate framework at this level to address these issues. These measures will provide a framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process. In this way, the significant social and economic benefits brought forward by this allocation can be delivered whilst carefully responding to and putting in place the policy framework to effectively address the known constraints relating to the site.
Schematic Framework: Strategic Site H
South of St Mellons Business Park

- Site Boundary
- Bus-based Rapid Transit Corridor
- Connecting links to Eastern Rapid Transit Corridor
- Park and Ride
- Core Cycle Route
- Connecting links to wider Cycle Network
- Walking/Cycling Routes
- Business/Employment Uses
- Environmental Mitigation
- Open Space Corridors

Main Reen
Details of reens and other natural features to be retained and enhanced together with internal mitigation measures to be confirmed following detailed discussion with relevant bodies.

Diagramatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.

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