

South of Pentrebane Road LDP Strategic Site C

2025



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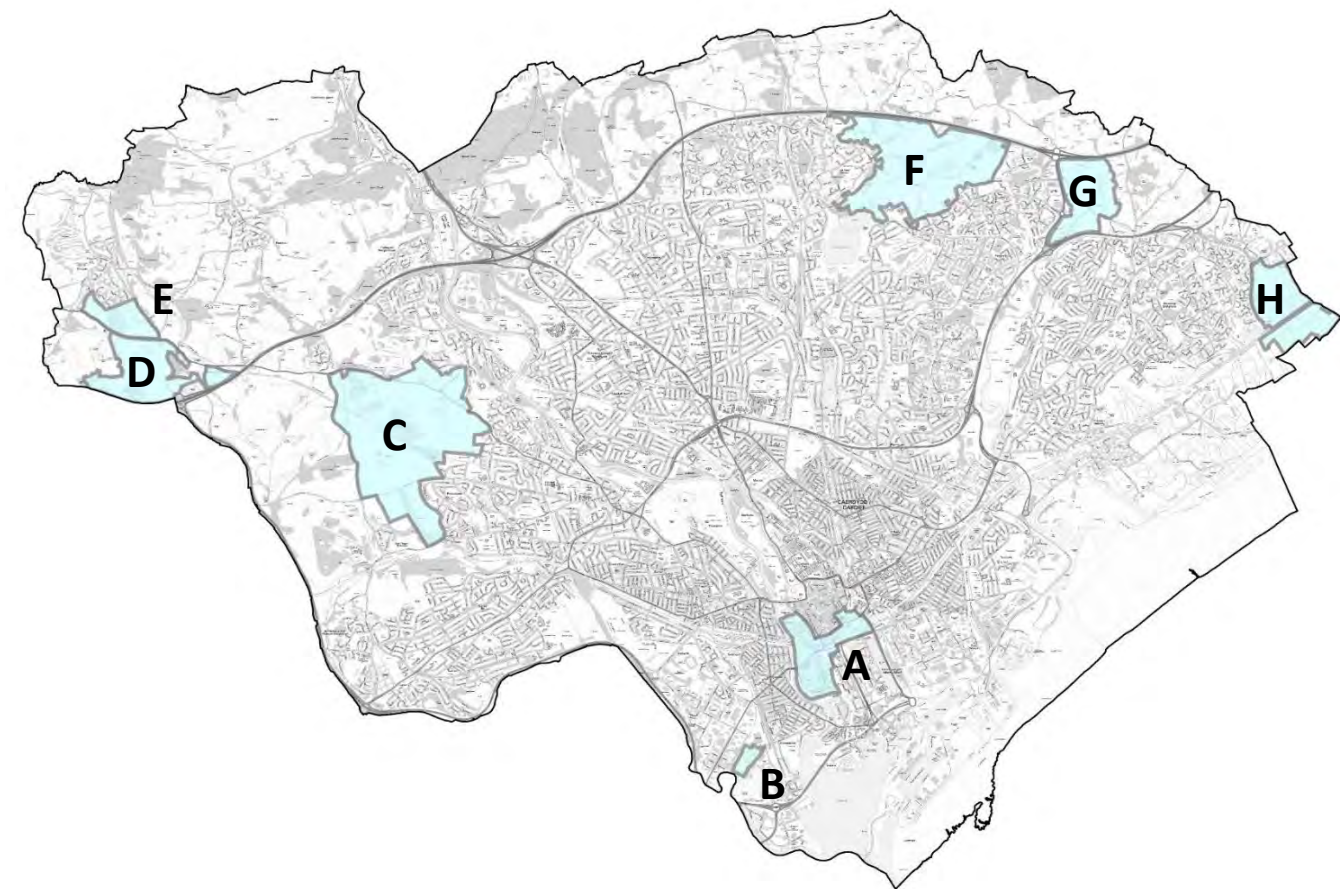
It should be noted that developments identified as 'consented' may be subject to the signing of a S106 Agreement.

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Introduction

Cardiff has eight Strategic Sites (containing 500 or more dwellings and / or significant employment uses), which have been allocated through the Local Development Plan (LDP) to help meet the need for new homes and jobs across the city:



Strategic Site A:	• Cardiff Central Enterprise Zone / Regional Transport Hub • Circa 2000 homes
Strategic Site B:	• Former Gas Works, Ferry Road • Circa 500 homes, with associated community uses
Strategic Site C:	• North West Cardiff • Minimum 5,000 homes, with employment and other community uses
Strategic Site D:	• North of Junction 33 on M4 • Circa 2,000 homes, with community uses, employment and Park and Ride
Strategic Site E:	• South of Creigiau • Circa 650 homes, with associated community uses
Strategic Site F:	• North East Cardiff (West of Pontprennau) • Circa 4,500 homes, with employment and community uses
Strategic Site G:	• East of Pontprennau Link Road • Circa 1,300 homes, with associated community uses
Strategic Site H:	• South of St Mellons Business Park • Strategic employment site.

To help ensure that these new homes and jobs form part of well planned communities, the LDP sets out a ‘master planning’ approach to the delivery of the strategic sites, where supporting infrastructure , such as transport corridors, community facilities, green spaces and schools will be provided as part of the developments.

Recognising that sites of this size will take several years to design and construct, a series of monitoring documents have been produced to provide a regular summary of development activity. They include details of:

- **Planning Histories:** Where new applications have been received and which applications have been determined (consented),
- **Development Activity:** Which sites are currently under construction and an indication of how many homes have been completed,
- **Infrastructure Provision:** A summary of the supporting infrastructure that has been agreed through a S106 (legal) agreement and details of those infrastructure works and other associated projects that are in the pipeline, or are currently being undertaken.



Indicative Illustration of Master Planning Approach

The Planning Process

The design, development and delivery of Cardiff's Strategic Sites can be broadly broken down into six parts:

Part 1: The Local Development Plan

The Cardiff Local Development Plan (LDP) 2006-2026 sets out the policies that guide development across the City. Key Policies KP2A to KP2H set out a master planning approach to the delivery of the Strategic Sites and identify an indicative schematic framework and details of those items of infrastructure (e.g. highway and transportation works, schools, community facilities and open spaces) to be delivered alongside the new homes.

Part 2: Site Master Planning

Before submitting a planning application, a developer will produce a master plan for their site. This will show an overall layout for the whole of the development area and will demonstrate how their proposals are in line with the policies set out in the LDP. Recognising that it not possible to build sites of this size in one go, a phasing plan will also be produced which shows how the site will be divided into smaller areas for delivery.

Part 3: Pre-application Consultation

Where a developer is proposing a 'major development' (a housing development of 10 or more dwellings / over 0.5ha, or other developments of over 1000sqm floorspace or 1ha), there is a need for them to undertake a pre-application consultation with the public before submitting their planning application to the Local Planning Authority (LPA). The results of this consultation then forms part of their planning application.

Part 4: Planning Applications

There are three main approaches that might be taken here:

- 4A. The submission of an Outline Planning Application followed by a Reserved Matters Application(s)
- 4B. A Full Planning Application
- 4C. A Hybrid Planning Application

4A Outline and Reserved Matters Applications:

An 'outline planning application' allows for a decision to be made on the general principles of how a site will be developed before further work is undertaken on more detailed designs (these detailed designs are referred to as 'Reserved Matters'). As a minimum, an outline application will usually include information on the uses proposed for the development (e.g. houses), the amount of development proposed (e.g. up to 200 homes), an indication of the sites layout (this will relate back to the masterplan for the site), an indication of minimum / maximum sizes of the proposed buildings (e.g. height) and show where access points into the site will be located.

It is at the outline application stage that the developer will enter into a S106 Legal Agreement to either deliver (build) and / or financially contribute towards the delivery of supporting infrastructure (e.g. affordable housing, highway works, schools) as part of their development.

Following the granting of an outline application, a 'Reserved Matters Application(s)' sees the developer submit the more detailed information for their site. This will include, for example: Access – the positioning and treatment of routes for pedestrians, cyclists and vehicles; Appearance – what the buildings will look like in terms of house styles and use of materials; Landscaping – details of planting, green spaces and public spaces; Layout – the way in which buildings are positioned; Scale – the dimensions of each building.

A reserved matters application could be submitted for the whole site, or, if it is a larger development, separate reserved matters applications can be submitted for each of the smaller phases as they are progressed.

4B Full Planning Application

Where everything has been designed in detail from the outset, a developer may choose to submit a full planning application. This provides approval in one planning consent as opposed to taking the outline / reserved matters route. In this scenario, the S106 Agreement would be attached to the full planning permission.

4C Hybrid Application

If a developer has full details for one part of their site and outline information for the remainder, they can submit a 'hybrid application'. The planning applications description would identify which part of the site was seeking full permission (e.g. phase 1) and which parts relate to the outline element of the application (e.g. phases 2-5). As identified above (see 4A), the outline elements of the consent would be subject to future reserved matters applications.

Part 5: Discharge of Conditions

Once planning permission has been granted (consented), there will be a number of 'planning conditions' (attached to the permission) that a developer will need to discharge (this might include for example needing to provide a sample of external finishing materials). Some of these might be 'pre-commencement conditions' that will need to discharge before work can start onsite, whilst others will need to be discharged at certain trigger points while the site is being built. To discharge each condition, a 'discharge of condition application' needs to be submitted to and approved by the Local Planning Authority.

Part 6: Implementation / Infrastructure Provision:

Once all of the permissions have been granted and relevant (pre-commencement) planning conditions discharged, the developer will then be able to start building their site. At various trigger points and thresholds during the development (as identified in the S106 Agreement), they will also start building the supporting infrastructure (e.g. new roads, schools, and open spaces) and / or make payments to the Council towards infrastructure provision.

Local Development Plan Policy KP2C

The Local Development Plan sets out the framework for the development of the strategic sites.

Through Policy KP2C it identifies that:

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 and 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).



Strategic Site C: LDP Schematic Framework

SITE C | Land South of Pentrebane Road

Overview of Planning Applications

Outline Application:

14/02188/MJR | For up to 290 Homes | Consented

ID: 19

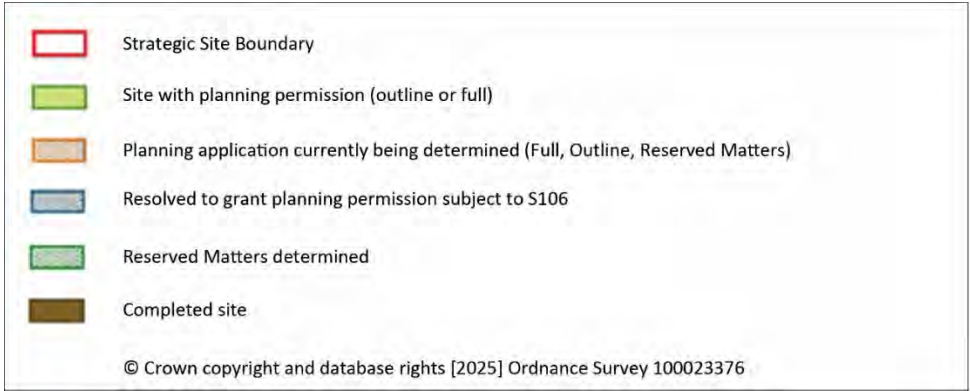
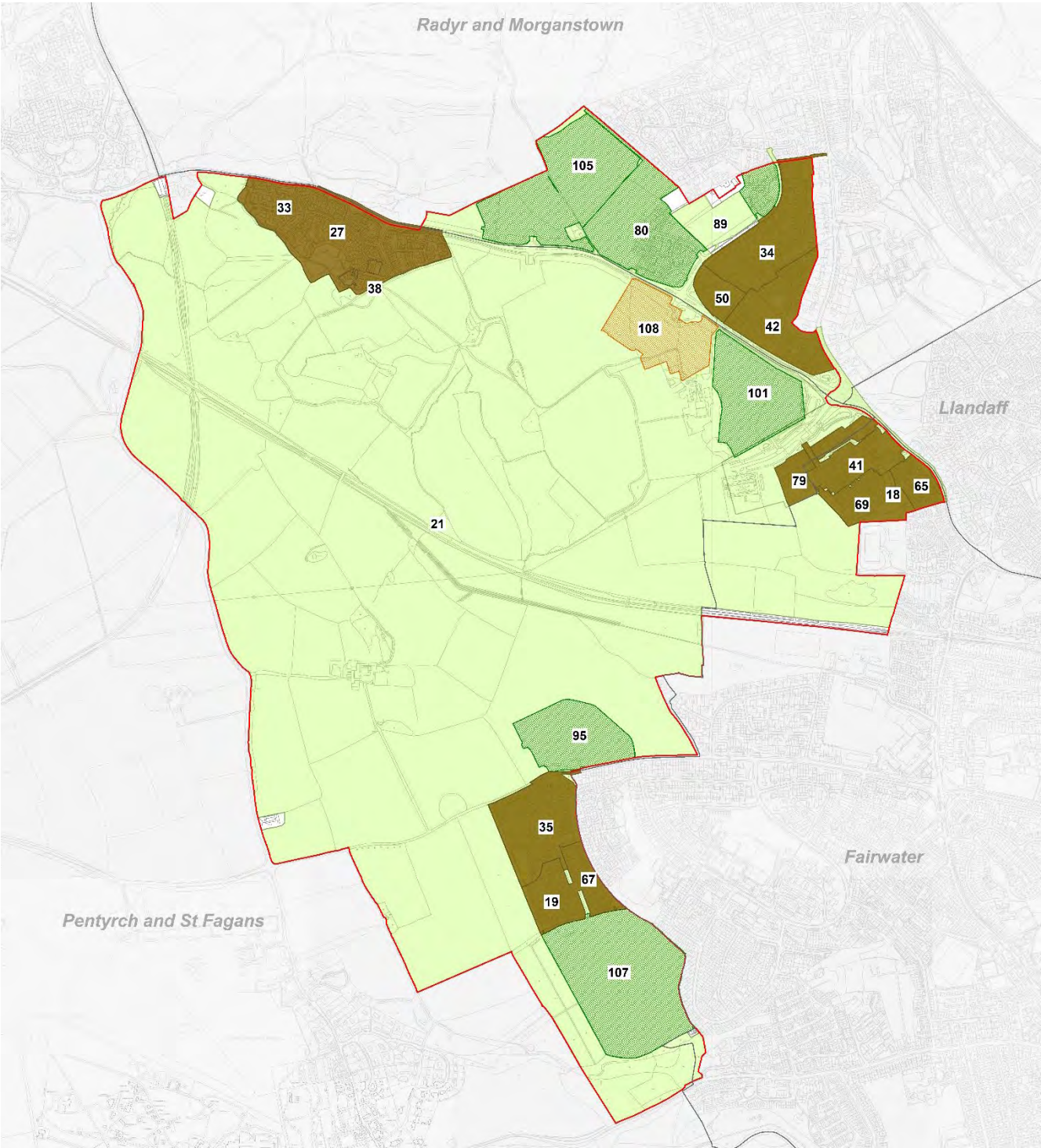
Reserved Matters Applications:

17/00414/MJR | Phase 1E | 120 homes | Completed

ID: 35

19/02289/MJR | Phase 1F | 118 homes | Completed

ID: 67



Outline Planning Application | 14/02188/MJR

Land South of Pentrebane Road | Up to 290 Homes | Consented

Site Description:

Located to the west of Fairwater and to the south of Pentrebane Road, this development covers an area of around 22.5 acres and will contain up to 290 homes.

The Scheme will include affordable homes, open spaces including children's play space, improved vehicle, pedestrian and cycle access at Pentrebane Road, sustainable urban drainage and landscaping.

Infrastructure Provision:

In addition to the infrastructure that is being provided onsite by the developer (as above), there will also be a series of financial contributions towards highway improvements, bus services, secondary school places, allotments, local community facilities and air quality monitoring that will be paid to the Council at specific 'trigger points' during the construction of the development.

Outline Planning Permission:

Outline planning permission for Land South of Pentrebane Road (up to 290 homes) was granted in December 2016.

The development will be built in a series of phases and the developer will submit a reserved matters application prior to bringing forward each part of the site.



Indicative Illustration of House Styles

Indicative Masterplan

Reserved Matters Application | 17/00414/MJR

Phase 1E | 120 Homes | Redrow Homes | Completed

Site Description:

Located to the south of Pentrebane Road, this part of the development will contain 120 homes. It will include the provision of onsite affordable housing and a public open space. Highway works including pedestrian and cycling improvements have been undertaken along Pentrebane Road, including the creation of the entrance into the site.

The reserved matters application looked at details of non-strategic access, appearance, landscaping, layout and scale. It was approved in July 2017.

Development Activity:

Work started onsite in late 2017 / early 2018. The 120 properties were completed in 2020/21.



Indicative Site Layout Plan



Site Photos

Reserved Matters Application | 19/02289/MJR

Phase 1F | 118 Homes | Redrow Homes | Completed

Site Description:

Situated to the south of the site, this part of the development will contain 118 homes. It will include the provision of onsite affordable housing and liner open spaces.

The reserved matters application looks at details of non-strategic access, appearance, landscaping, scale and site layout. It was approved in March 2020.

Development Activity:

118 properties have been completed.



Indicative Street Section



Indicative Site Layout

Infrastructure Delivery

As part of the outline application for the delivery of Cae St Fagans (Land South of Pentrebane Road - 14/02188/MJR), the developer has entered into a Section 106 Agreement to provide new infrastructure and to make improvements to existing facilities. Some of this infrastructure will be provided onsite and will be built by the developer during the relevant phases of the development, whilst other contributions will take the form of financial payments made to the Council:

S106 Category	Description:
Affordable Housing	The developer will be providing 30% onsite affordable housing as part of the individual phases of the development.
Highway Works / Contribution	Highway and junction improvements will be carried out by the developer as part of their construction works. In addition to this, they will also be contributing a total of £580,000 towards improvements to Pentrebane Road and the A4119 (Llantrisant Road).
Bus Contribution	A series of financial contributions totalling £750,000 will be made to support the provision of bus services to the site during the early years of the development.
Residential Travel Plan	The developer will be preparing a residential travel plan for the site and will be providing a 1 year bus pass and £50 cycle voucher to the first occupier of each dwelling.
Secondary School Contribution	The developer will be making a financial contribution of around £1.34 million towards the provision of land for a secondary school and secondary school places.
Open Spaces	The developer will be providing a green corridor, open space and landscaping (with an associated management scheme) as part of the development.
Allotment Contribution	The developer will be making a financial contribution of around £82,000 towards the provision of allotments for the strategic site.
Community Facility Contribution	The developer will be making a financial contribution to the Council as part of each phase of the development, which will be used towards community facility provision in the local area.
Air Quality Contribution	This is a contribution that will be used towards monitoring air quality relating to the development.

S106 Category	Description:
Waste Management Contribution	This contribution will be used towards providing waste management services to the development.
Sustainable Urban Drainage	The Owners will construct a sustainable drainage system for the site.

