

LAND AT MALTHOUSE AVENUE, CARDIFF GATE: RLDP PLANNING STATEMENT

1 Introduction and Purpose

This Planning Statement is submitted on behalf of Lovell Partnerships, in support of the retention of Land at Malthouse Avenue, Cardiff Gate as Housing Led Regeneration Site H2.3 in the Cardiff Replacement Local Development Plan (RLDP). It accompanies the September 2026 Placemaking Vision Booklet and Apex Transport Planning's Transport Note, Connectivity by Sustainable Modes of Travel (TN01, Issue 2). Together they provide updated site evidence for the Council's consideration following the June 2026 examination hearings.

The Inspectors' post-hearing actions ask the Council to explain the evidence behind allocated housing numbers and provide available masterplans (HS2.3), and to review the Employment Study and the need to retain Cardiff Gate West for employment land or floorspace (HS2.6). This statement and the supporting documents inform those tasks. They also address the amenity, access and proximity to services questions raised at Hearing Session 2.

The Deposit RLDP identifies H2.3 as a 6.4 ha housing led regeneration area with an indicative estimate of 200 homes. The updated Vision promotes circa 170 homes across three plots, described geographically as land north and south of Malthouse Avenue. It illustrates how a substantial residential neighbourhood can be accommodated alongside retained employment and a connected network of landscape, walking, cycling and public transport routes.

2 Site and planning context

The land lies within Cardiff's existing urban area and adjacent to the north of the residential area of Pontprennau on the western side of Cardiff Gate Business Park. Pontprennau and St Mellons Road are immediately to the south; the consented North East Cardiff residential-led Strategic Site are to the west; whilst the wider Business Park and its employment, education, healthcare, hotel, leisure and service uses lie to the east. The southern land adjoins an existing public right of way and walking and cycling route towards Pontprennau and St Mellons Road. This position allows the allocation to connect established and planned neighbourhoods with the Business Park.

The site has a long history of being promoted for employment development without securing an occupier. Part of the northern land, Plot 15B, is used for surface parking. The three plots are affected to different degrees by a high-pressure gas main, overhead electricity infrastructure, water and sewer assets, changes in level, ancient woodland, Nant Pontprennau and other landscape and ecological features. These constraints have limited the potential for any commercial plateau development to be established on the site, whilst the proposed residential-led Vision treats these as structuring features: buildings are arranged around connected green corridors, a linear park along the pylon corridor, drainage, play space and routes into the wider network.

The earlier refusal of application 16/01582/MJR, and dismissal of the subsequent appeal, arose in a different adopted-plan context in which loss of protected employment land was central. Application 22/00726/MJR was withdrawn in 2024; it was not refused on its merits. The Deposit RLDP now makes an express planning choice to identify H2.3 for housing led regeneration while retaining the principal employment area at Cardiff Gate. The earlier decisions and the current allocation should be understood in their respective policy contexts.

3 The development opportunity and capacity

For the purposes of this submission, the overall allocation is referred to as Land at Malthouse Avenue, Cardiff Gate, comprising:

- Land south of Malthouse Avenue; and

- Land north of Malthouse Avenue.

The Placemaking Vision Booklet sets out a residential led framework with circa 100 homes south of Malthouse Avenue and circa 70 north of it. Indicative blocks, gateways and focal buildings establish frontage to new streets and green spaces. The framework includes a route through the site, multiple walking and cycling access points, links to the adjacent North East Cardiff Strategic Site, and the potential bus connection through Cardiff Gate. Green and blue infrastructure is integrated with these movement routes and with the existing woodland and watercourse.

This is useful evidence for action point HS2.3. It shows a credible housing capacity derived from the actual shape, constraints and opportunities of the land, rather than a simple gross-area calculation. The approximate 170-home concept is lower than the Deposit Plan's 200-home estimate, but paragraph 7.7 of the Deposit Plan expressly describes allocation figures as indicative and subject to change as proposals are developed. The difference does not undermine the suitability of H2.3 or its contribution to housing delivery. The Council can assess the allocation and its trajectory using the updated concept as site-specific evidence, while retaining the policy designation.

The concept also gives substance to Policy H2's aim of sustainable, mixed-use regeneration. A range of homes can sit alongside the existing concentration of jobs, schools, healthcare and services. The proposed frontages, connected streets, landscape, drainage and play space demonstrate how residential development can improve the western part of Cardiff Gate rather than operating as an isolated estate within it. The allocation would remain subject to the RLDP's affordable housing policy.

4 Planning assessment

4.1 Land use and employment

The Council's Economic Background Technical Paper proposes removing the majority of Plots 12 and 14 from the protected employment boundary, while continuing to protect the wider Cardiff Gate employment area. This is a site-specific distinction: the proposed residential allocation enables long underused land at the western edge to play a new role without displacing the established businesses across the rest of the park.

Fletcher Morgan's February 2021 marketing report concerns Plots 12 and 14. It records that they had been available for employment occupation since 1994 and describes sustained marketing to agents, occupiers and inward investment interests without securing development. It also identifies the plots' physical constraints and position within the Business Park as disadvantages for a conventional employment scheme. JLL have prepared an updated Marketing Statement outlining the more contemporary marketing undertaken at the Business Park, the Business Park which continues to demonstrate the unsuccessful marketing of the site for commercial uses. This should be considered alongside the Council's review of the city-wide employment requirement and supply.

Retaining these western plots solely as a theoretical source of employment floorspace would continue to leave a long-standing gap in the urban fabric. Housing can bring them into beneficial use, support existing businesses and services, and facilitate strengthened public transport bus infrastructure from North East Cardiff through Cardiff Gate. The proposed H2.3 designation achieves this while keeping the principal employment function of the Business Park.

4.2 Access to services and sustainable movement

The Apex Transport Note tests access using actual walking and cycling routes from the assessed site access. It identifies 12 facilities within 800 m and 27 within 1.6 km, including healthcare, education, recreation, employment and retail. The 1.6 km distance is the 20-minute walkable neighbourhood reference in Welsh Government Active Travel guidance. The following examples are existing facilities, rather than relying on planned services to make the location acceptable.

Facility or service	Walking route from site access
Cardiff Healthcare Centre	210 m
Pontprennau Medical Centre	580 m
Pontprennau Primary School	580 m
Pontprennau Pharmacy	600 m
Pontprennau Playing Fields	630 m
Cardiff Gate Retail Park	1,200 m
Asda, Waitrose and Aldi	1,330–1,590 m
Local bus stops on Heol Pontprennau	610–660 m

Source: Apex Transport Planning, Transport Note TN01, Table 3-1.

The Malthouse Avenue stop about 100 m away serves long-distance coaches. Local services 57, 58 and C1 stop at Pontprennau Community Centre and Youghal Close on Heol Pontprennau, around 610 m and 660 m from the assessed access. Together they provide up to nine buses per hour towards Cardiff city centre during the daytime Monday to Saturday. Llanishen station is about 4 km by route, approximately a 12-minute cycle. The consented North East Cardiff scheme will add a district core, jobs, education and active travel links to the west.

That adjacent North East Cardiff development also provides an opportunity for a wider bus and active travel connection through Cardiff Gate. The proposals include an emerging bus gate near Woodsy Close and a potential link along Malthouse Avenue. The Vision safeguards a legible corridor and access points that can facilitate this connection, as well as routes towards Parkwall Road, Pontprennau and St Mellons Road. Without the positive residential allocation of the site, there is a significant risk that this bus connection would not be secured.

4.3 Future Wales, Planning Policy Wales and the Placemaking Wales Guide

Future Wales has development plan status and places Cardiff within the Cardiff, Newport and the Valleys National Growth Area. Policy 2 seeks compact, walkable urban growth and regeneration organised around mixed uses and public transport and integrated with green infrastructure. The Vision responds to each of its seven strategic placemaking principles:

A rich mix of uses. Homes would add a missing use to a part of Cardiff Gate already containing offices, education, healthcare, leisure, retail and services. They would support a more balanced pattern of activity through the day and evening while retaining the employment role of the wider park.

A variety of housing types and tenures. The indicative framework can accommodate houses, apartments and walk-up forms across the different plots. That variety enables a response to local housing need and the RLDP affordable housing requirement, with forms suited to the landform and neighbouring uses.

A walkable scale. Apex measures 12 existing facilities within 800 m and 27 within 1.6 km of the assessed access by actual routes. Healthcare, a primary school, recreation, shops and local bus stops are available without depending on the planned district centre to the west.

Density that supports public transport and facilities. Around 170 homes would bring a meaningful resident population to long underused urban land beside existing education, residential, jobs and services. That population would support local facilities and patronage of the current and proposed bus network, while the concept allows space for utilities, ecology and green infrastructure.

A permeable network of streets. The Vision sets out an internal street structure and multiple walking and cycling entrances. These can join the Business Park eastwards, the North East Cardiff network

westwards, and Pontprennau and St Mellons Road to the south, with a corridor for the emerging bus connection.

A plot-based approach. The three plots, grouped as land north and south of Malthouse Avenue, can accommodate different building forms and character areas. Streets, green edges and frontages give the blocks a clear structure that responds to the distinct conditions on each parcel.

Integrated green infrastructure. The ancient woodland, Nant Pontprennau, retained vegetation and pylon corridor shape a connected framework of green space, ecological corridors, play, walking and cycling routes and sustainable drainage rather than being residual areas around housing.

Taken together, these features advance Policy 2 through the planned diversification of an established urban area: homes close to jobs and facilities, an improved movement network and a green framework that gives the new neighbourhood structure.

Planning Policy Wales Edition 12 places placemaking at the centre of plan-making. It supports efficient use of urban land, sustainable transport, access to everyday facilities, a mix of uses and high-quality public realm and green infrastructure. The allocation would make beneficial use of the western plots without displacing the principal employment area. The route through Cardiff Gate and the internal streets can be designed as places for people to walk and cycle as well as for vehicles to reach homes. The existing Business Park setting is therefore part of the regeneration opportunity that the allocation can address.

The Placemaking Wales Guide expands the Charter's six connected principles. The Vision applies them to the particular geography of Cardiff Gate:

People and community. New homes and a range of housing forms would bring activity and natural surveillance to underused land, with access to existing schools, healthcare, recreation, jobs and services.

Location. The site uses urban land between Pontprennau, Cardiff Gate and the consented North East Cardiff development, making it possible to integrate existing and planned communities.

Movement. Improved walking and cycling routes, multiple site entrances and the potential bus link would make it easier to move between those communities and the Business Park.

Mix of uses. Residential development would complement employment, education, healthcare, retail and leisure across the wider neighbourhood; a separate commercial centre within each plot is unnecessary to achieve that mix.

Public realm. Landscaped gateways, active frontages, overlooked routes, play, planting, sustainable drainage and green corridors can improve the experience of arriving at and moving through the western Business Park.

Identity. A clear street hierarchy, focal buildings, woodland and watercourse edges, planted gateways and the linear park would give the new residential area a distinct character rooted in its site.

These principles operate together. The location supports a mix of uses, new residents make streets and services more active, and the proposed movement and green infrastructure make the connections attractive and usable. This is a coherent placemaking case for the allocation, not simply a claim that housing can fit on vacant plots.

4.4 Residential amenity and access through the Business Park

The Inspectors questioned whether the northern land could provide satisfactory homes beside commercial uses and whether access to the southern land through the Business Park would make a good place. The Council's Hearing Session 2 statement, HS2.01, concluded that the northern parcel is suitable in principle and can meet proposed Policies SP4(iv), SP4(xii) and PC1. It also considered vehicular access to the southern land via Malthouse Avenue acceptable and consistent with good

placemaking. The updated Vision and Transport Note provide further site-specific support for that position.

Cardiff Gate is predominantly an office, commercial and service environment with education, healthcare, leisure and other uses; the interface is different from an intensive industrial estate. The northern concept gives homes frontages to streets and green spaces, with room for landscaped edges, orientation and separation from neighbouring activities. These are identifiable ways to secure residential amenity and address air, noise and light effects under PC1. Redevelopment of surface parking would replace an inactive area with homes, landscape and overlooking, while the wider Business Park remains in employment use.

Malthouse Avenue is the proposed vehicular approach to the southern parcel. Its route through Cardiff Gate can form a clear entrance to a mixed neighbourhood through gateway design, active frontage, planting, crossings and a more attractive pedestrian and cycle environment. The southern public right of way and the additional links shown in the Vision mean access is not confined to the vehicular route. A connected internal layout can make the land permeable between the Business Park, Pontprennau and North East Cardiff. These attributes address the substance of the hearing concerns and follow the Placemaking Wales Charter principles of movement, public realm, location, mix of uses, people and identity.

4.5 Green infrastructure and environmental considerations

The site's ecological constraints have informed the Placemaking Vision from the outset. Ecological assessment and arboricultural work were undertaken for the earlier outline proposal (22/00726/MJR), including consideration of dormouse and its mitigation. Subsequent survey work has been undertaken by TACP over the following years. The evidence identifies ancient woodland, Nant Pontprennau, mature trees, hedgerows and habitat corridors as features requiring particular care. Badger is also a known ecological consideration.

The Vision applies the step-wise approach in Planning Policy Wales by avoiding impacts first. It retains the ancient woodland and watercourse and uses green corridors and landscaped transitions to separate development from sensitive habitat and maintain connections across the site. Where interaction with retained features is necessary, the alignment of routes, construction methods and lighting can minimise effects. Any remaining impacts would require species-specific mitigation, with compensation considered only as a last resort. New planting, connected habitats and sustainable drainage provide opportunities for a net benefit for biodiversity, supported by long-term management.

The earlier assessments provide a site-specific evidence base for the allocation, but the ecological baseline and any necessary protected species surveys will be updated to support a planning application. That work will establish the precise buffers, mitigation and management measures. The known constraints have therefore been allowed for in the indicative capacity and green infrastructure framework; they do not prevent the site being allocated for housing led regeneration. Development will also need to comply with Policy BG7 and any applicable plan-wide mitigation for recreational pressure.

The Vision retains the ancient woodland, Nant Pontprennau and other valued vegetation within a connected green framework. The pylon corridor becomes multifunctional open space; planted transitions and ecological corridors sit alongside walking and cycling routes, play and sustainable drainage. The known utility, level and habitat constraints have shaped the residential blocks and movement network from the outset. This gives the Council a tangible basis for assessing the allocation against the RLDP's design and green infrastructure requirements and the stepwise approach to biodiversity.

H2.3 falls within recreation catchments considered in the RLDP Habitats Regulations work. Policy BG7 and the Council's separate action on a strategic SAMM/SANG approach address recreational pressure across several allocations. H2.3 will be subject to Policy BG7 and any applicable plan-wide mitigation

framework. The concept's on-site green spaces also contribute to everyday recreation and place quality, while serving different functions from any required strategic mitigation.

5 Conclusion

The long marketing history of the site, along with their physical and locational characteristics, all support a housing led role for these western plots alongside the protected Business Park.

The updated evidence supports the continued allocation of H2.3. The Vision provides a grounded residential framework of approximately 170 homes that responds to the site's constraints and delivers a new neighbourhood that connects homes with retained employment, existing communities and planned growth. Apex's route-based assessment demonstrates access to a substantial range of existing services and local buses. The consented North East Cardiff development will provide further facilities and substantial sustainable transport infrastructure immediately adjacent to the site. The allocation is also strategically positioned to assist delivery of a wider bus and active travel connection between North East Cardiff and Cardiff Gate.

The present level of evidence is therefore considered sufficient to demonstrate suitability and realistic capacity at plan-making stage, with detailed design, mitigation and viability capable of being refined through subsequent masterplanning and the development management process. We therefore request that H2.3 be retained in the RLDP.

Client	Lovell Partnerships Ltd
Project Name	Land at Malthouse Avenue, Cardiff Gate
Report Title	Transport Note: Connectivity by Sustainable Modes of Travel
Report Ref.	TN01
Project No.	C26157
Date	28/09/2026
Produced By	AC
Approved By	DC

1. INTRODUCTION

1.1 Background

- 1.1.1 This Transport Note (TN) has been prepared in relation to a potential residential development of up to 170 dwellings across three plots of land adjacent to Malthouse Avenue, Cardiff Gate, Cardiff. It has been prepared to support the Candidate Site Submission for the site to Cardiff Council as part of the Replacement Local Development Plan (RLDP) process.
- 1.1.2 The site is located to the north of St Mellons Road (B4562) and south of Malthouse Avenue, on the western edge of Cardiff Gate Business Park, with access obtained from Malthouse Avenue. The site adjoins the established community of Pontprennau to the south and the allocated LDP site of North East Cardiff to the west, with another allocation site, St Edeyrn's Village, located within close proximity to the east of the Pentwyn Link Road (A4232).
- 1.1.3 This TN summarises the connectivity of the site to local facilities and services by sustainable modes of travel, both in the existing situation and following the delivery of the wider allocations in the surrounding area. It also summarises the role of the emerging bus link between the North East Cardiff site and Cardiff Gate Business Park in improving access to and from the site by public transport.
- 1.1.4 This TN should be read alongside the following drawings:
- C26157-ATP-DR-TP-001: Existing Local Facilities and Services
 - C26157-ATP-DR-TP-002: Existing Local Services and Facilities within a 25-Minute Cycle from the Development Site
 - C26157-ATP-DR-TP-003: Existing Local Services and Facilities within a 25-Minute Walk from the Development Site
 - C26157-ATP-DR-TP-004: Future Scenario: Existing and Future Local Facilities and Services
 - C26157-ATP-DR-TP-005: Future Scenario: Existing and Future Local Facilities and Services within a 25-Minute Cycle from the Development Site
 - C26157-ATP-DR-TP-006: Future Scenario: Existing and Future Local Facilities and Services within a 25-Minute Walk from the Development Site

2. RELEVANT PLANNING BACKGROUND

- 2.1.1 The site sits adjacent to a strategic allocation in the adopted Cardiff Local Development Plan (LDP) 2006 - 2026. This is set out in the LDP by Policy KP2 (F – North East Cardiff (West of Pontprennau) for:
- ‘a mixed-use comprehensive development of a minimum of 4,500 homes, employment and other associated community use 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 and necessary infrastructure [which are set out in detail in the policy]’.*
- 2.1.2 Policy KP2 sets out a series of ‘necessary infrastructure’ and ‘masterplanning requirements’ for the wider allocation, with the transport requirements summarised as follows:
- Bus Rapid Transit Corridors, offsite bus priority measures, extended and improved bus networks
 - On and off-site walking and cycling measures to provide safe, attractive, and convenient routes
 - Retain and enhance the public rights of way
- 2.1.3 The adopted LDP includes an indicative schematic drawing setting out the potential land uses across the allocation. An indicative ‘core cycle route’ is also shown along St Mellons Road.
- 2.1.4 Whilst the adopted LDP requires development to be undertaken in a comprehensive manner, it acknowledges that delivery will be on a phased basis and by a number of different developers.
- 2.1.5 As part of the allocation, land immediately to the west of the site is subject to an outline planning approval for a residential led mixed-use development of up to 2,500 homes (App Ref: 19/02330/MJR). The application, submitted by Taylor Wimpey (TW) and the North East Cardiff (NEC) Landowners Consortium, was approved in July 2024. There have subsequently been a number of follow up condition discharge applications, and reserved matters applications for the initial phases of the scheme have been submitted, with the reserved matters application for Phase 1a currently registered (App Ref: 26/00239/RES). The masterplan for this site shows an active travel route along the southern boundary which runs adjacent to St Mellons Road and connects to Parkwall Road, which in turn connects to an existing walking / cycling route into Cardiff Gate Business Park which links to the southern end of Malthouse Avenue and runs adjacent to the site boundary. The proposed site layout which shows the active travel route, as well as the route to the business park is provided in

Figure 2-1: Taylor Wimpey Phase 1A – Site Layout Plan



Source: Think Urban Design Drawing No. NEC/1A/PS/26/04/02

- 2.1.6 The related applications include a discharge of condition application for technical approval of amendments to St Mellons Road at the southeastern end of the allocation to provide the initial section of a new spine road which will route through the entire Taylor Wimpey site and connect to Churchlands at its northern end. This has been approved and is currently under construction (App Ref: 24/02747/DOC). A general arrangement drawing of the revised layout of St Mellons Road / Heol Glandulais is provided in Figure 2-2.

2.1.7 A Transport Assessment was submitted with the Taylor Wimpey outline application and produced by WSP. This sets out a significant number of sustainable transport improvements for each phase of the development in Appendix Z of their report. These are broadly in accordance with the requirements set out in the LDP for the allocation. The WSP report provides high level plans and no technical design or detailed information is shown, however the relevant sustainable measures which would be of relevance to and benefit the site have been summarised by phase, as follows:

- Potential extension to existing bus routes through the site
- Shuttle bus service via St Mellons Road to Llanishen Rail Station.
- Cycle locker provision at Llanishen Rail Station
- Financial contribution towards a footway / cycleway on Heol Glandulais linking to Heol Pontpennau
- Contributions to Cycleway 1. This would provide a connection to Ty-Draw Road
- Improvements to the Pentwyn Link footway / cycleway to the A48
- Dedicated pedestrian, cycle, and bus access to Cardiff Gate Business park, of particular benefit to the site, which could facilitate the delivery of these improvements and/or their enhancement
- New pedestrian / cyclist bridge adjacent to the culvert on Ty-Draw Road
- Bus priority measures on Pentwyn Road

- The key point would be that the end of Phase 2 would result in a part closure of St Mellons Road for access only and pedestrian / cyclist movements. This may include provision for a bus only route.

However, it is not clear what the latest proposals for St Mellons Road involves, although an active travel route would provide a benefit for the site from improved connections to Lisvane and Llanishen, including to the Rail Station for active travel movements.

- Further bus priority measures at the Croescadarn roundabout linking to Pentwyn Road

Phase 3:

- This will include a local bus interchange facility accommodating 3-4 buses and driver facilities. This is positioned to the northwest of the Site.

Phase 5:

- This shows the cycle highway linking Phase 1 and Phase 5.

2.1.8 In addition, within the WSP Transport Assessment it sets out improvements which would be delivered to enhance existing bus services, which would include:

- Greater integration between rail and bus services with a focus on connecting east to west bus services to local railway stations Lisvane and Llanishen
- Improved service frequencies
- Improvements to the network including improved waiting facilities, information and bus priority
- Improved east to west public transport links through the north of the city by connecting the allocation with St Edeyrn's, feeding into key transport hubs such as Heath Hospital. This would potentially include the connection through the Cardiff Gate business park, which could be facilitated by the site delivery, if needed.
- Bus gates and priority within the site

2.1.9 Further consideration of the improvements are set out in Sections 5 and 6.

2.1.10 A further scheme has received planning for Redrow called Churchlands and the majority of this site has been built out and occupied, including the provision of a new signal controlled junction onto Pentwyn Road. There are also a number of connected parcels of land which are currently being constructed by Bellway. The Bellway and Redrow sites will be providing a joined up new access road which will link Pentwyn Road in the south with Llwyn y Pia Road in the north. This will include crossing St Mellons Road. This new access road will become the major arm of a crossroad junction with St Mellons Road and form the main route between Pentwyn and Lisvane.

2.1.11 The Redrow Churchlands scheme to the north of St Mellons Road (Phase 2D) will also deliver a realigned public right of way which will connect to St Mellons Road towards the eastern boundary of that site.

2.1.12 The delivery of these approved schemes, together with the site, will provide a comprehensive redevelopment of the allocation and wider area. It will improve the connections between the Cardiff Gate business park and the allocations, existing residential areas and facilities. The delivery of the site will therefore benefit from the allocations coming forwards, whilst providing a more joined up approach between residential areas and the employment / leisure opportunities at Cardiff Gate.

3. EXISTING CONNECTIONS TO LOCAL FACILITIES AND SERVICES

3.1 Introduction

3.1.1 This section of the report considers the connectivity of the site to the existing surrounding facilities and services based on existing routes for walking and cycling. This demonstrates that the site is currently well connected, with the future facilities and connections being delivered as part of the adjacent site allocation then considered in Section 5.

3.2 Distances to Existing Facilities

3.2.1 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.

- Welsh Government, Active Travel Act Guidance (2021): It is stated within paragraph 4.1.5 that *“Walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys”*. This equates to distances for walking of up to 3.2km and cycling of up to 8km.
- This also states in paragraph 9.5.3 that *“Walkable neighbourhoods also referred to as ‘low-traffic neighbourhoods’, or ‘active neighbourhoods’, (see figure 9.6) are characterised by having a range of facilities within 20 minutes’ walking distance which people may access comfortably on foot.”* This would equate to c. 1.6km.
- Department for Transport (DfT), Manual for Streets (2007): MfS states that *‘walkable neighbourhoods’* are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.
- CIHT (2015), Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about *‘80% of journeys shorter than 1 mile (1.6km) are made wholly on foot’*.
- CIHT, Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.

3.2.2 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40 minute walk. Sites with a range of facilities within 1.6km are considered to be within a ‘walkable neighbourhood’.

3.2.3 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.

3.2.4 To demonstrate the site’s connectivity, facilities within appropriate distances which are accessed via suitable and established routes have been summarised in Table 3-1. The location of these facilities in the context of the site is shown on Drawings C26157-ATP-DR-TP-001 to C26157-ATP-DR-TP-003, attached at Appendix A. The facilities have been summarised based on walking/cycling distances from the site access via appropriate routes, not straight-line distances. The numbered markers in Table 3-1 are provided for reference within the table only as the facilities are shown by category on Drawings C26157-ATP-DR-TP-001 to C26157-ATP-DR-TP-003.

Table 3-1: Proximity of the site to local facilities and services

Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
Community Facilities				
1	Cardiff Healthcare Centre	210	3	1
2	Pontprennau Medical Centre	580	7	2
3	Pontprennau Pharmacy & Travel Clinic	600	8	2
4	The Orthodontic Centre	660	8	2
5	Spire Cardiff Hospital	1,400	18	4
6	St Edeyrn's Church	1,920	24	6
7	GP	2,120	26	7
8	St. David Veterinary Centre, Pentwyn	2,280	28	7
9	Llanedeyrn Health Centre – Wellbeing Hub	3,620	-	11
10	Allied Pharmacy, Llanrumney	3,630	-	11
11	Llanedeyrn Library	3,650	-	11
12	Park End Presbyterian Church Of Wales	3,880	-	12
13	Rhydpennau Hub	3,920	-	12
14	Church of the Resurrection	4,180	-	13
15	St. Mellons Pharmacy	4,240	-	13
16	East Cardiff Muslim Centre	4,260	-	13
17	St. Mellons Library and Hub	4,380	-	14
18	Llanishen Hub	4,730	-	15
19	Llanishen Post Office	4,840	-	15
20	Thornhill Post Office	5,020	-	16
21	Boots Pharmacy	5,080	-	16
22	The Hive	5,090	-	16
23	Willowbrook Surgery	5,190	-	16
24	University Hospital of Wales	5,870	-	18
25	Wenallt Chapel	7,480	-	23
Public Transport				
🚌	Malthouse Avenue Bus Stop	100	1	1
🚌	Pontprennau Community Centre Bus Stop	610	8	2
🚌	Youghal Close Bus Stop	660	8	2
🚉	Llanishen Railway Station	3,960	-	12
Retail				
1	Starbucks Coffee	780	10	2
2	Cardiff Gate Retail Park	1,200	15	4
3	Asda Pentwyn Superstore	1,330	17	4
4	Waitrose & Partners	1,420	18	4
5	Aldi	1,590	20	5
6	Lidl, Pentwyn	1,630	20	5
7	Pentwyn Retail Park	2,470	31	8
8	Tesco Superstore	4,220	-	13
9	Sainsbury's, Thornhill	5,070	-	16
10	Llanishen Retail Park	5,070	-	16
11	Lidl, Llanishen	5,670	-	18
12	Dragon Retail Park	5,680	-	18
13	Morrisons	5,830	-	18
14	The Range, Cardiff	5,840	-	18
15	Seager Retail Park	6,000	-	19
16	Sainsbury's, Colchester Avenue	6,400	-	20
Education				
1	ILM School	100	1	<1
2	Pontprennau Primary School	580	7	2
3	Busy Bees at Cardiff Gate	810	10	3
4	St Mellons Church In Wales Primary School	1,590	20	5
5	St. Bernadette's Primary Catholic School	1,920	24	6
6	Corpus Christi Catholic High School	1,970	25	6
7	The Hollies	2,050	26	6

Facility / Amenity	Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
8 Glyncoed Primary School	2,410	30	8
9 Bryn Celyn Primary School	2,550	32	8
10 St David's CiW Primary School	2,620	33	8
11 Llysfaen Primary School	3,040	38	10
12 St John's College	3,160	40	10
13 Ysgol Gynradd Pen-y-Bryn Primary School	3,420	-	11
14 Bryn Hafod Primary School	3,620	-	11
15 St Cadoc's Catholic Primary School	3,620	-	11
16 St Philip Evans RC Primary School	3,660	-	11
17 Bishop Childs CIW Primary School	3,690	-	12
18 Glan-Yr-Afon Primary School	3,730	-	12
19 Springwood Primary School	3,890	-	12
20 Christ the King RC Primary School	4,020	-	13
21 The Court Special School	4,050	-	13
22 Cardiff High School	4,170	-	13
23 St Teilo's Church in Wales High School	4,280	-	13
24 Rhydypenau Primary School	4,310	-	13
25 Llanedeyrn Primary School	4,350	-	14
26 St Illtyd's Catholic High School	4,390	-	14
27 Ysgol Pen Y Pil	4,450	-	14
28 Cardiff Metropolitan University – Cyncoed Campus	4,460	-	14
29 Ysgol Gynradd Coed Glas Primary School	4,480	-	14
30 Greenway Primary School	4,570	-	14
31 Lakeside Primary School	4,700	-	15
32 Cardiff and Vale College	4,760	-	15
33 Thornhill Primary School	4,820	-	15
34 Sweet Pea Nursery	4,920	-	15
35 Meadowlane Primary School	5,250	-	16
36 Llanishen High School	5,430	-	17
37 Willowbrook Primary School	5,460	-	17
38 Whitchurch High School Lower Site	6,970	-	22
39 Rhiwbina Primary School	7,140	-	22
Leisure			
1 Pontprennau Playing Fields	630	8	2
2 Crawford Drive Childrens Playground	980	12	3
3 Playground	1,150	14	4
4 PureGym Cardiff Gate	1,190	15	4
5 Butterfield Park Play Area	1,230	15	4
6 St Edeyrn's Park	1,470	18	5
7 GymVision	1,490	19	5
8 Heol Bennett Playground	2,050	26	6
9 Bryn Celyn Road Play Area	2,660	33	8
10 Pentwyn Leisure Centre	2,910	36	9
11 Cardiff Golf Centre	3,120	39	10
12 Cardiff Golf Club	3,420	-	11
13 Eastern Leisure Centre	3,620	-	11
14 Cath Cobb Playing Fields	4,140	-	13
15 St Mellons Golf Club	4,770	-	15
16 Llanishen Leisure Centre	4,910	-	15
17 Gleider Field	5,190	-	16
18 Jump Cardiff	5,190	-	16
19 Heath Park	5,430	-	17
20 Llanishen Park	5,550	-	17
21 Roath Park	5,670	-	18
22 Thornhill Park	5,980	-	19
23 Llanrumney Fields	6,220	-	19
24 David Lloyd Cardiff	6,270	-	20

Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
25	Roath Park Tennis	6,290	-	20
26	Roath Recreation Ground	6,310	-	20
27	TeamSport Go Karting Cardiff	6,740	-	21
28	St Peters Rugby Club	7,100	-	22
Employment				
1	Cardiff Gate Business Park	330	4	1
2	Panasonic	1,510	19	5
3	Pentwyn Business Centre	1,560	20	5
4	The Avenue Industrial Estate	1,610	20	5
5	Willowbrook Technology Park	4,320	-	14
6	Pascal Close	4,530	-	14
7	Maes-Y-Coed Rd	5,390	-	17
8	Lambourne Crescent	5,440	-	17
9	Field Way	5,590	-	17
10	Cardiff Business Park	5,620	-	18
11	Capital Business Park	6,610	-	21
12	Wentloog Corporate Park	6,690	-	21

* Based on walking speeds of 80 metres per minute and cycling speeds of 320 metres per minute. Walking times exceeding 40 minutes (approximately 3.2km) are not shown (-) as this is outside the recommended walking distance

- 3.2.5 Table 3-1 shows that there are a significant number and range of facilities and services situated within comfortable walking and cycling distances of the site, which can be accessed via suitable active travel routes. In total, 12 facilities are located within 800 metres of the site access (a 10-minute walk), 27 within 1.6km (a 20-minute walk, reflecting a 'walkable neighbourhood'), 32 within with a further 13 within 3.2km and all 124 facilities within the Welsh Government guidance cycling distance of 8km. These facilities are within Welsh Government guidance walking and cycling distances.
- 3.2.6 Those within a short walk include the ILM School, Cardiff Gate Business Park, Cardiff Healthcare Centre, Pontprennau Medical Centre and Pharmacy, Pontprennau Primary School, a nursery, and Pontprennau Playing Fields, together with a bus stop on Malthouse Avenue, approximately 100 metres from the site access, served by National Express coach services, and two bus stops on Heol Pontprennau served by frequent local bus services. The range of facilities also includes those delivered as part of the St Edeyrn's Village development, to the east of the Pentwyn Link Road, such as St Edeyrn's Park and St Mellons Church in Wales Primary School.
- 3.2.7 This is also a significant number of services / facilities within a short walking distance (school, shops, employment, playing fields, church, medical centre, pharmacy and nursery), which can be utilised for everyday needs purposes, demonstrating that the site is situated within a walkable neighbourhood consistent with the Active Travel Act guidance, based on the existing facilities available.
- 3.2.8 For many of these journeys, walking and cycling would also offer a quicker and more attractive option than travelling by car via the M4 Junction 30. There are numerous facilities within a 10-minute walk of the site, with Cardiff Gate Retail Park, Asda, Waitrose, Lidl and Aldi also within a 5-minute cycle. For short local trips such as these, once the time taken to access a vehicle, travel via the local road network and park at the destination is taken into account, walking and cycling would typically provide comparable or shorter door-to-door journey times than the car.
- 3.2.9 The site is located within an established and active business park, with vehicular, pedestrian and cycle access taken via Malthouse Avenue. Business parks are increasingly diversifying to accommodate a wider mix of uses, and the introduction of residential development at the site would support this, placing new homes alongside a significant concentration of employment, as well as the education, healthcare, retail and leisure facilities set out in Table 3-1. Mixed-use environments of this kind, where

homes, jobs and services are located within a 20-minute walk of one another, reflect the walkable neighbourhood principles set out in the Welsh Government's Active Travel Act Guidance (2021), and help to encourage and embed active travel choices from first occupation.

4. PUBLIC TRANSPORT CONNECTIONS

4.1 Bus Services

- 4.1.1 The bus stop on Malthouse Avenue, approximately 100m from the site access, is served by National Express service 201 between Swansea and London Gatwick Airport, providing long-distance coach connections. This existing stop would also be well placed to be served by the emerging bus link through Cardiff Gate Business Park, described in Section 6.
- 4.1.2 The nearest bus stops to the site with local services are Pontprennau Community Centre and Youghal Close on Heol Pontprennau, approximately 610m and 660m from the site access respectively, an 8-minute walk. Both stops are served in each direction by Cardiff Bus services 57 and 58 and Adventure Travel service C1.
- 4.1.3 Services 57 and 58 run to Cardiff city centre via Pentwyn, Llanedeyrn and Albany Road, each approximately every 20 minutes during the daytime from Monday to Saturday, with services continuing into the evening. Service C1 provides a direct cross-city link via Cardiff city centre to Canton and Culverhouse Cross, also approximately every 20 minutes during the daytime from Monday to Saturday. In addition, service 54 provides a weekday morning journey to the University Hospital of Wales.
- 4.1.4 Together, services 57, 58 and C1 provide up to nine buses per hour towards Cardiff city centre during the daytime from Monday to Saturday. This is an average of one every 6-7 minutes from the closest stops, which is considered a high frequency of service, which would be attractive to potential future residents.
- 4.1.5 The frequency and range of bus services available within a reasonable walk of the site therefore provide a realistic alternative to the car for journeys to Cardiff city centre and the wider area. This would be further enhanced by the emerging bus link described in Section 6. The site could assist with facilitating the delivery of this link and any improvements to bus stop waiting areas. The bus services will also be improved through the delivery of bus improvements as part of the adjacent site allocation.

4.2 Rail

- 4.2.1 Llanishen Railway Station is located approximately 4km to the west of the site, within a 12-minute cycle. The station is on the Rhymney line of the Transport for Wales Core Valley Lines network and is served by up to six trains per hour in each direction during the daytime from Monday to Saturday, with a reduced service on Sundays.
- 4.2.2 Southbound services run to Cardiff Queen Street and Cardiff Central, where connections are available to the wider national rail network, with services continuing to Penarth, Barry Island and Bridgend. Northbound services run to Caerphilly, Bargoed and Rhymney.
- 4.2.3 The Rhymney line forms part of the South Wales Metro. Electrification of the line was completed in December 2025, and new trains are being introduced on the line as part of the wider Metro programme, further improving the quality of rail services available from the station.
- 4.2.4 The station is unstaffed but provides a ticket vending machine, departure and arrival screens, a seated waiting area, car parking and step-free access to both platforms. There is currently no cycle parking at

the station, although this is proposed as part of the Taylor Wimpey development, as set out in Section 5.2. The Taylor Wimpey scheme and wider allocation would also provide an improved connection to this station through a shuttle bus service.

- 4.2.5 The Cardiff Parkway railway station at St Mellons has also been approved and is located to the south-east of the site. This is promoted by Cardiff Parkway Developments Ltd as part of the wider Hendre Lakes development and would provide a further rail option for future residents. The station received planning permission from the Welsh Government in January 2025 and would be located on the South Wales Main Line between Cardiff and Newport, with services proposed to Cardiff, Newport and destinations further afield. Its delivery timescale remains subject to the confirmation of funding. The improved bus links to St Edeyrn, which would form part of the North East Cardiff allocation could be extended to connect to this new station, which would provide a significant enhancement to travelling by more regional rail services to Newport, Bristol and beyond. The site is well situated to benefit from a joined up approach between allocations and the Cardiff Parkway station, if this is delivered and can assist in facilitating a bus link connection between Cardiff Gate and the North East Cardiff allocation.

5. FUTURE FACILITIES AND CONNECTIONS

5.1 Future Facilities

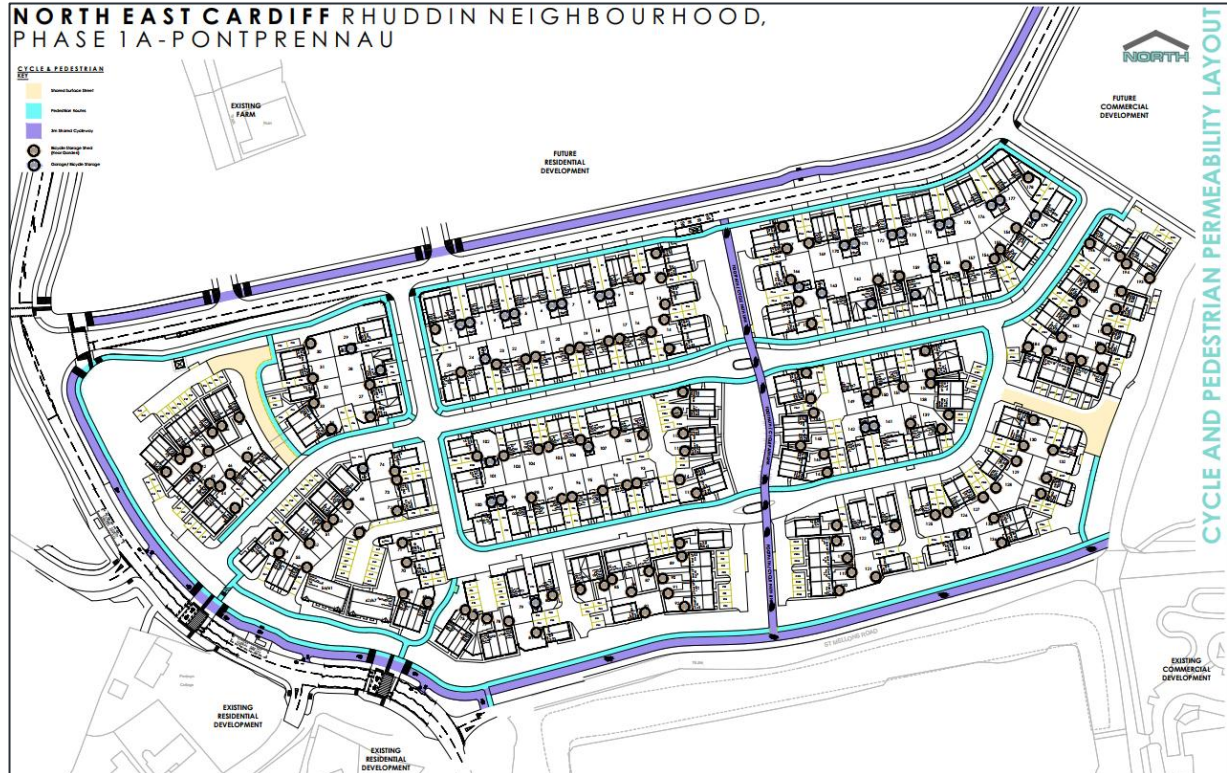
- 5.1.1 The site is located immediately to the east of the Taylor Wimpey development / North East Cardiff allocation, as detailed in Section 2. Together with the wider development schemes allocated within the adopted LDP, this will deliver a significant range of new facilities and services within walking and cycling distance of the site and further enhance its sustainable credentials. The future facilities are shown on Drawings C26157-ATP-DR-TP-004 to C26157-ATP-DR-TP-006, attached at Appendix B.
- 5.1.2 The future facilities include a proposed district core, education provision, employment areas and future retail opportunities within the Taylor Wimpey development. A proposed employment area and a future retail opportunity are located immediately adjacent to the western boundary of the site, with the proposed district core and education provision falling within a 25-minute walk of the site, as shown on Drawing C26157-ATP-DR-TP-006. These walking distances are likely to reduce further once the walking and cycling routes within the allocated site are delivered.
- 5.1.3 The delivery of these facilities will further strengthen what is already a highly sustainable location, increasing the range of day-to-day facilities and services that future residents of the site could access on foot or by bike. The linkages to the adjacent site by walking, cycling and public transport will also make travel by these modes highly attractive, due to the significantly longer distance required to travel by car. This will suitably encourage and promote travel by sustainable transport, in accordance with relevant policies in the LDP, PPW12 and Future Wales.

5.2 Walking and Cycling Connections

- 5.2.1 The Taylor Wimpey development will deliver a comprehensive network of new walking and cycling routes. The cycle and pedestrian layout for the Phase 1a (Rhuddin Neighbourhood, Pontprennau) Reserved Matters application includes a 3m shared cycleway along the St Mellons Road frontage and through the development, together with a network of pedestrian routes, linking eastwards towards the existing and future commercial development at Cardiff Gate. This is shown on the overall site layout plan in Figure 2-1, but is further highlighted on the cycle and pedestrian plan which has been extracted in Figure 5-1.

- 5.2.2 The site has the potential for enhancing the link from Malthouse Avenue to the Taylor Wimpey site, particularly adjacent to the boundary, with the connection beyond this subject to land ownership within the wider Cardiff Gate site.

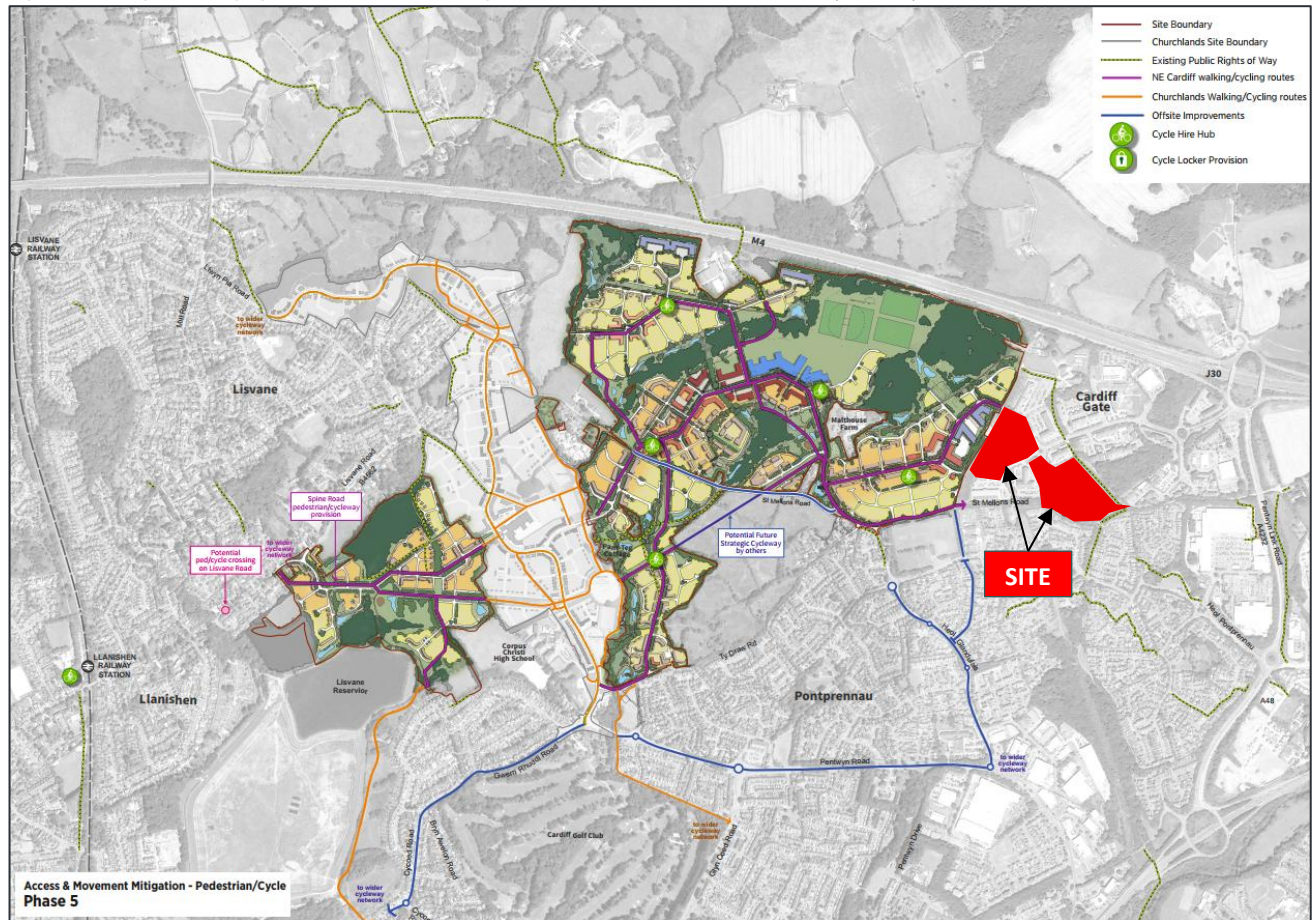
Figure 5-1: Taylor Wimpey Phase 1a Reserved Matters Drawing NEC/1A/PS/26/04/10 – Cycle and Pedestrian Layout (Extract)



Source: Taylor Wimpey Homes, North East Cardiff Rhuddin Neighbourhood Phase 1a – Pontprennau, Cycle & Pedestrian Layout, Reserved Matters Application (Think Urban Design, Drawing NEC/1A/PS/26/04/10 Rev A)

- 5.2.3 The phased walking and cycling mitigation strategy for the wider development also includes a strategic cycleway through the development towards Parkwall Road and St Mellons Road, off-site improvements along Heol Glandulais and Pentwyn Road, cycle hire hubs and cycle locker provision, including at Llanishen Railway Station, and connections to the wider cycle network, including Cardiff Council's proposed north-south cycleway towards the city centre. The indicative future walking and cycling network at Phase 5 (full build-out) is shown as an extract in Figure 5-2.

Figure 5-2: Taylor Wimpey Phase 5 Indicative Cycle and Pedestrian Connections (Extract)



Source: Taylor Wimpey, North East Cardiff (19/02330/MJR), Revised TMS (Appendix 7C), Appendix B – Phased Walking and Cycling Mitigation Plans, Access & Movement Mitigation – Pedestrian/Cycle, Phase 5 (extract)

- 5.2.4 The future walking and cycling routes, together with the existing public rights of way in the vicinity of the site, are also shown on Drawings C26157-ATP-DR-TP-005 and C26157-ATP-DR-TP-006. This demonstrates the highly sustainable nature of the site, which is extremely well situated to benefit from numerous existing services and facilities and the significant improvements being delivered by the allocation.
- 5.2.5 The proposed cycle hire hub and cycle locker provision at Llanishen Railway Station, where there is currently no cycle parking, would make combined cycle and rail journeys considerably more attractive for future residents of the site, given that the station is within a 12-minute cycle.
- 5.2.6 The site is well placed to connect into this network via Malthouse Avenue, Parkwall Road and St Mellons Road, meaning that future residents would benefit directly from the new routes being delivered, providing safe and attractive walking and cycling connections to the new facilities within the Taylor Wimpey development and beyond.
- 5.2.7 The new walking and cycling routes to be delivered as part of the consented Taylor Wimpey development and the wider allocated schemes, together with the off-site improvements along Heol Glandulais and Pentwyn Road, would provide more direct and attractive connections between the site and many of the existing facilities set out in Table 3-1. As such, the distances and journey times presented in Table 3-1 are considered robust, with many likely to reduce once these routes are delivered, as well as these routes becoming more attractive for potential future users.

6. FUTURE PUBLIC TRANSPORT IMPROVEMENTS

6.1 Cardiff Gate to North East Cardiff Allocation Bus Link

- 6.1.1 An emerging proposal which forms part of the North East Cardiff allocation and the Taylor Wimpey scheme would provide a bus link, controlled by a bus gate, connecting this site with Cardiff Gate Business Park. The site is well located to assist in facilitating the delivery of this bus route, given its position between the Taylor Wimpey development and the business park. The position of the gate has been shown at the end of Woodsy Close and future phases of the Taylor Wimpey application are likely to link into this. The site boundary has the potential for enhancing Woodsy Close and Malthouse Avenue for bus and active travel, which would increase the attractiveness of travelling via these modes.
- 6.1.2 At present, the bus stop on Malthouse Avenue closest to the site is served by National Express coach services only, with the nearest frequent local bus services available from Heol Pontprennau, around an 8-minute walk from the site. The emerging bus link would therefore represent an important enhancement to public transport accessibility, bringing frequent local services directly to the site.
- 6.1.3 Once within the business park, the bus route has the potential to connect onwards to St Edeyrn's Village, Pontprennau and beyond, potentially via St Mellons Road through a new connection, which would enable buses to avoid Junction 30 of the M4 and reduce journey times and increase attractiveness. This would provide a significant improvement to public transport connectivity between the strategic allocations in north-east Cardiff, as well as for the site itself, with the precise routing to be discussed further between Cardiff Council and bus operators.
- 6.1.4 The bus link would therefore provide future residents of the site with enhanced access by public transport to the new district core, education and employment facilities within the Taylor Wimpey development and St Edeyrn's, and to the existing facilities in the surrounding area, further reducing the need to travel by car. This service may also be extended to the Cardiff Parkway Railway Station if this is delivered.

7. SUMMARY

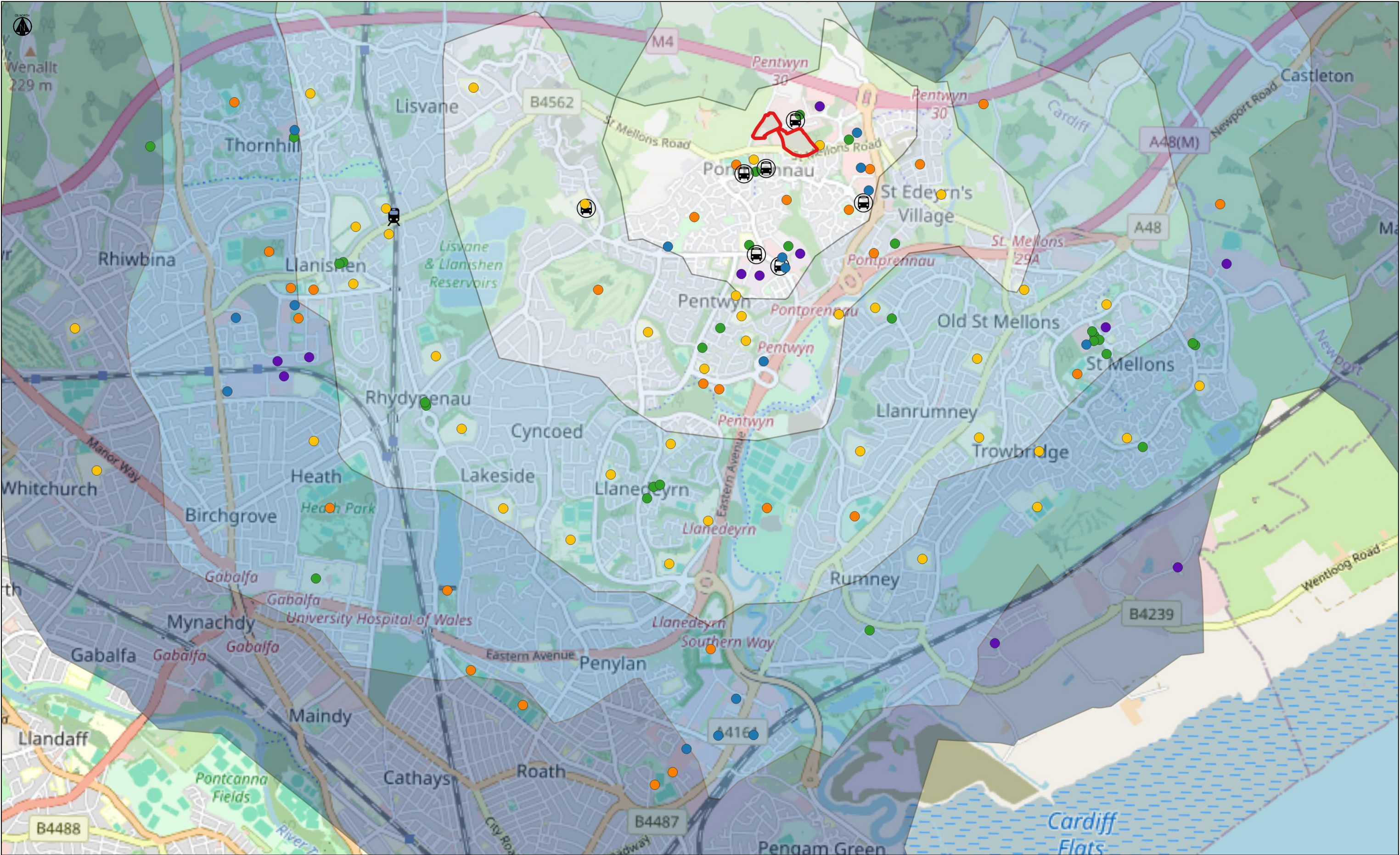
- 7.1.1 This TN has demonstrated that the site at Land at Malthouse Avenue, Cardiff Gate is in a highly sustainable location, with a significant number and range of existing facilities and services within comfortable walking and cycling distances, accessed via suitable active travel routes. In summary:
- the site is located within a walkable neighbourhood, with over 25 facilities, covering employment, healthcare, education, retail and leisure, within a 20-minute walk of the site access. This mix of homes, jobs and services in close proximity reflects the principles set out in the Welsh Government's Active Travel Act Guidance (2021), meaning the majority of residents' day-to-day needs could be met on foot and helping to encourage and embed active travel choices from first occupation.
 - the consented Taylor Wimpey North East Cardiff development, which forms part of the overall allocation, will deliver a district core, education, employment and retail facilities within short walking and cycling distance, together with new walking and cycling routes that the site can connect into.
 - the site can assist in facilitating the emerging bus link through Cardiff Gate Business Park, which would significantly improve public transport connectivity between the strategic allocations, as well as for the site itself.

- the site can also facilitate an improved active travel connection between the Taylor Wimpey site and Cardiff Gate, enhancing the connections between the two, helping to create a more joined-up development and a stronger sense of place.

7.1.2 The site therefore benefits from a highly sustainable location, with this position further strengthened by the delivery of the wider North East Cardiff allocation and its associated walking, cycling and public transport improvements. This represents an established direction of travel towards a well-connected, low-car neighbourhood, and demonstrates that the site is well located to meet both existing and future travel needs by sustainable modes. On this basis, the site is considered to represent a suitable and deliverable location for residential development, and one which merits allocation through the emerging RLDP.

APPENDIX A

Existing Facilities and Services



SCALE BAR

KEY

SITE BOUNDARY

EDUCATION

EMPLOYMENT

LEISURE

RETAIL

COMMUNITY FACILITIES

TRAIN STATIONS

BUS STOPS

5-MINUTES

10-MINUTES

15-MINUTES

20-MINUTES

25-MINUTES

NOTES

1. This drawing has been prepared for planning application purposes only and is preliminary in nature. It is not suitable for construction purposes.

2. The content of this drawing is subject to detailed design considerations such as, but not limited to: ground conditions, utilities and statutory undertakers' apparatus, drainage, levels, signage, lining, structures.

3. Where information has been obtained from third-party sources (including highway authority records and utility data), such information has been relied upon in good faith as available at the time of preparation. No responsibility is accepted for inaccuracies or omissions within third-party data.

4. The extent of adopted highway shown (where indicated) has been based on third-party information and is indicative only. Verification with the relevant highway authority is recommended.

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6. This drawing has been prepared to scale based on the best information available at the time of preparation. While reasonable care has been taken in its production, the drawing should be used for illustrative and planning assessment purposes only and should not be relied upon uncritically. Dimensions, levels and extents should be verified by site survey and through subsequent detailed design prior to any technical approval, detailed design, or construction.

7. All dimensions and levels are to be confirmed on site prior to any detailed design or construction works.

8. This drawing has been prepared solely for the benefit of the Client in support of a planning application. No third party may rely upon this drawing without the prior written consent of Apex Transport Planning, and no responsibility or liability is accepted to any third party.

9. This drawing does not constitute technical approval and is not suitable for use in support of any Section 38, Section 278, or other highway agreement without further design development and formal approval.

REVISIONS (CONTINUED)

POI	25/09/26/	First Issue	SHD	DC
Rev	Date	Description	By	App

REVISIONS

APEX

TRANSPORT PLANNING

CLIENT

LOVELL PARTNERSHIPS LTD (CARDIFF)

PROJECT

LAND AT MALHOUSE AVENUE, CARDIFF GATE

FITZ AND KNOX

FITZALAN PLACE

CARDIFF

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e: cardiff@apexp.co.uk

BLOCK BRISTOL

PITHAY COURT

BRISTOL

BS1 3BN

t: 0117 427 0414

e: bristol@apexp.co.uk

TITLE

EXISTING LOCAL SERVICES AND FACILITIES WITHIN A 25-MINUTE CYCLE FROM THE DEVELOPMENT SITE

PROJECT NO.

C26-157

SCALE @ A3

NOT TO SCALE

STATUS DESCRIPTION

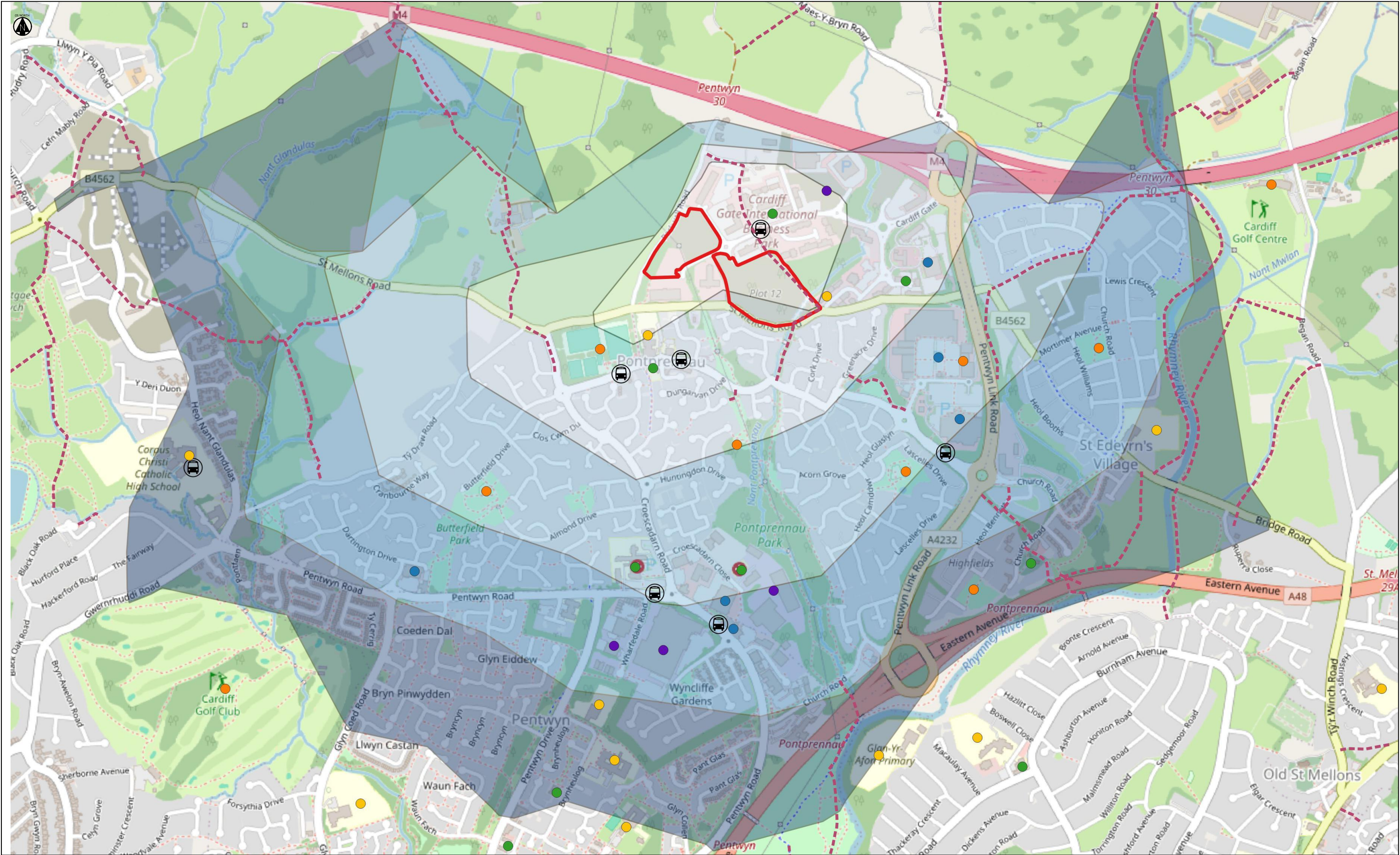
INFORMATION

STATUS

S2

DRAWING NO.

C26157-ATP-DR-TP-002



SCALE BAR

KEY

— SITE BOUNDARY

● EDUCATION

● EMPLOYMENT

● LEISURE

● RETAIL

● COMMUNITY FACILITIES

--- PUBLIC RIGHT OF WAY ROUTES

🚉 TRAIN STATIONS

🚌 BUS STOPS

WALKING ISOCHRONES INCREMENTS

□ 5-MINUTES

□ 10-MINUTES

□ 15-MINUTES

□ 20-MINUTES

□ 25-MINUTES

NOTES

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REVISIONS (CONTINUED)

REVISIONS

POI	25/09/26	First Issue	SHD	DC
Rev	Date	Description	By	App

APEX

TRANSPORT PLANNING

FITZ AND KNOX

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CLIENT

LOVELL PARTNERSHIPS LTD (CARDIFF)

PROJECT

LAND AT MALHOUSE AVENUE, CARDIFF GATE

TITLE

EXISTING LOCAL SERVICES AND FACILITIES WITHIN A 25-MINUTE WALK FROM THE DEVELOPMENT SITE

PROJECT NO.

C26-157

SCALE @ A3

NOT TO SCALE

STATUS DESCRIPTION

INFORMATION

STATUS

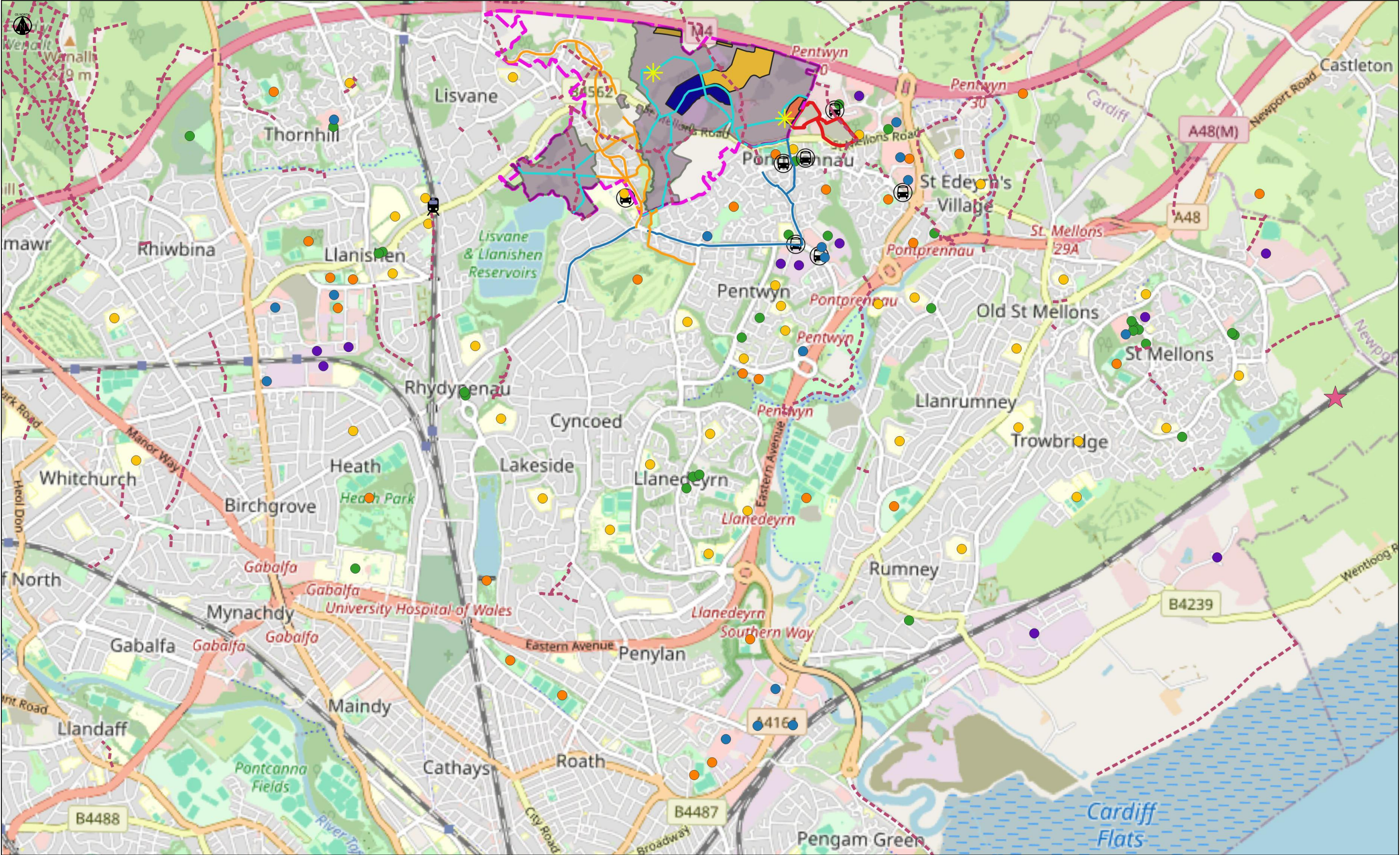
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DRAWING NO.

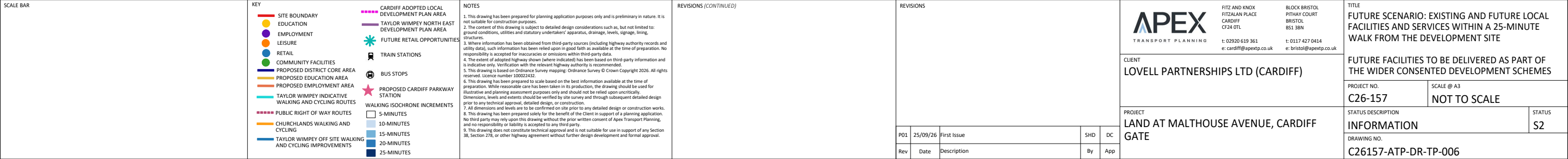
C26157-ATP-DR-TP-003

APPENDIX B

Future Facilities and Services



SCALE BAR		KEY		NOTES		REVISIONS (CONTINUED)		REVISIONS		APEX TRANSPORT PLANNING		FUTURE SCENARIO: EXISTING AND FUTURE LOCAL FACILITIES AND SERVICES	



LAND AT MALTHOUSE AVENUE, CARDIFF GATE

PLACEMAKING VISION BOOKLET



ISSUE 01 | SEPTEMBER 2026

DOCUMENT REF: 2646-CARDIFFGATE-VISIONBOOKLET

LAND AT MALTHOUSE AVENUE, CARDIFF GATE

THE VISION

The development of land at Malthouse Avenue, Cardiff Gate will create a well-connected and distinctive neighbourhood.

New homes will be integrated with existing communities, employment, services and planned growth, diversifying the Business Park and creating a more mixed, active and sustainable place whilst enabling improved bus connections across North East Cardiff.

The development is shaped by the six DCFW Placemaking Charter Principles.



4. MIX OF USES

Diversify Cardiff Gate Business Park by introducing homes and complementary community uses alongside retained employment, creating a more mixed and active place with a wider range of everyday activities within easy reach.



5. PUBLIC REALM

Create attractive and connected streets and spaces, with green-infrastructure, Suds, planting and nature forming an integral part of the neighbourhood.



6. IDENTITY

Establish a distinctive residential character for Land at Malthouse Avenue while responding positively to the established business park and surrounding communities.



1. PEOPLE & COMMUNITY

Create a new residential community within Cardiff Gate, providing a mix of homes and tenure alongside opportunities for community and supporting uses.



2. LOCATION

Capitalise on an established, accessible location, integrating new homes with existing communities, employment, services and the wider growth of north-east Cardiff, helping support a more connected 20-minute neighbourhood.



3. MOVEMENT

Prioritise walking and wheeling, strengthen links to surrounding neighbourhoods and facilities, and make best use of existing and future public transport connections, supporting convenient access to everyday needs.



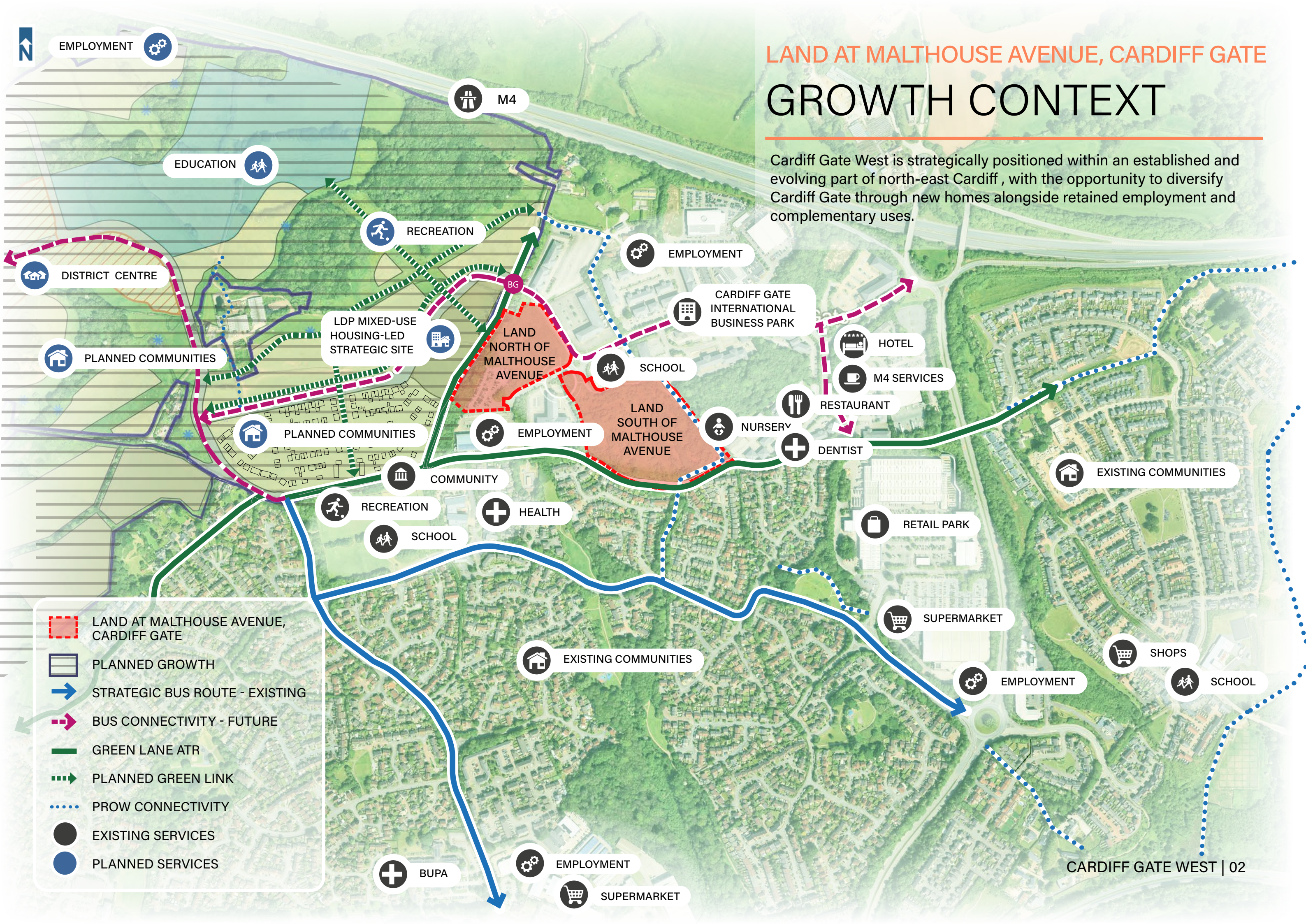
EMPLOYMENT



LAND AT MALTHOUSE AVENUE, CARDIFF GATE

GROWTH CONTEXT

Cardiff Gate West is strategically positioned within an established and evolving part of north-east Cardiff, with the opportunity to diversify Cardiff Gate through new homes alongside retained employment and complementary uses.



LAND AT MALTHOUSE AVENUE, CARDIFF GATE

PLANNED GROWTH

STRATEGIC BUS ROUTE - EXISTING

BUS CONNECTIVITY - FUTURE

GREEN LANE ATR

PLANNED GREEN LINK

PROW CONNECTIVITY

EXISTING SERVICES

PLANNED SERVICES

EXISTING COMMUNITIES

COMMUNITY

RECREATION

SCHOOL

EMPLOYMENT

LAND SOUTH OF MALTHOUSE AVENUE

SCHOOL

NURSERY

DENTIST

RESTAURANT

M4 SERVICES

HOTEL

CARDIFF GATE INTERNATIONAL BUSINESS PARK

EMPLOYMENT

RECREATION

EDUCATION

M4

LDP MIXED-USE HOUSING-LED STRATEGIC SITE

PLANNED COMMUNITIES

DISTRICT CENTRE

RETAIL PARK

SUPERMARKET

EMPLOYMENT

SHOPS

SCHOOL

EXISTING COMMUNITIES

CARDIFF GATE WEST | 02

SITE CONTEXT

The overall allocation “Land at Malthouse Avenue, Cardiff Gate” broadly comprises two parcels of land herein referred to as:

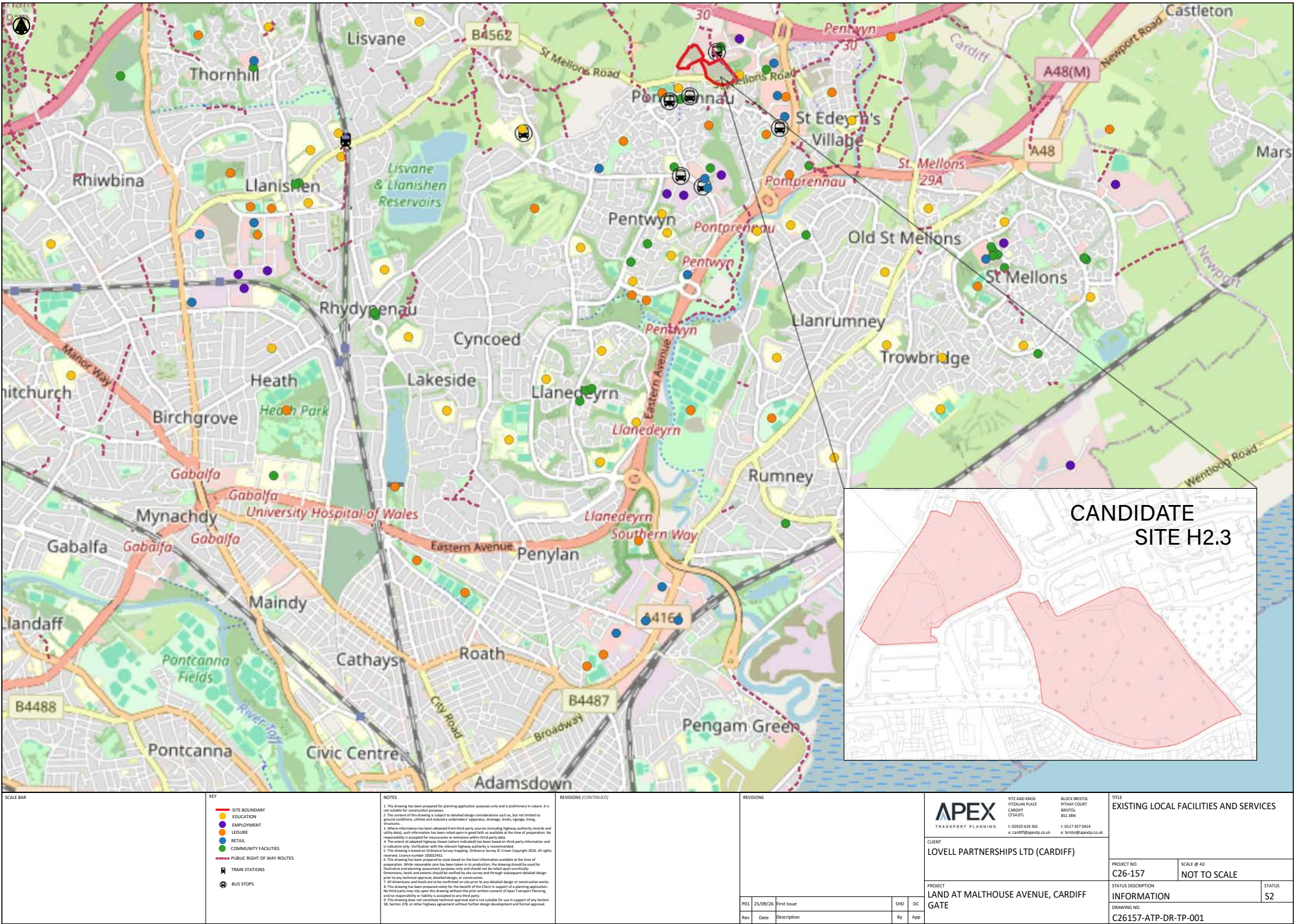
- Land south of Malthouse Avenue
- Land north of Malthouse Avenue

The parcels have been available for employment development since 1994 and, despite long-term marketing, have failed to attract an occupier. They remain vacant and undeveloped.

Constraints include a high-pressure gas main, overhead electricity infrastructure affecting land south of Malthouse Avenue, existing water mains and foul sewers, together with a more varied ground profile than elsewhere within Cardiff Gate. This, in addition to their location at the end of the business park, set back from the entrance, has put off commercial developers.

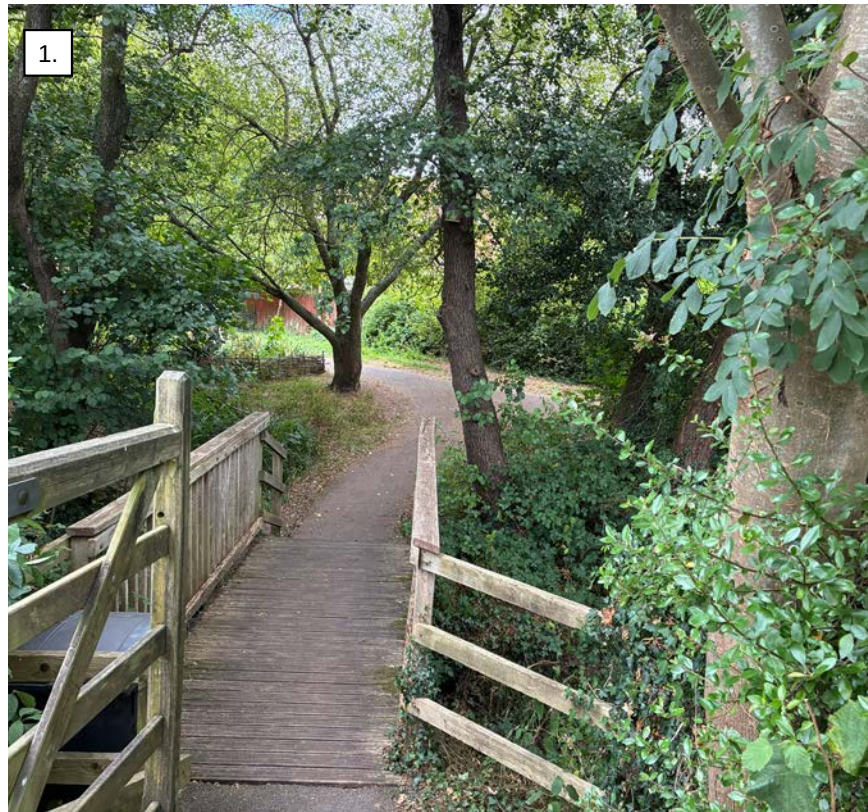
The sites form part of Housing Led Regeneration Site H2.3 for 200 homes proposed for allocation within the Deposit Replacement Local Development Plan.

The overall allocation “Land at Malthouse Avenue, Cardiff Gate” is now being promoted for circa 170 homes, with circa 100 homes on land south of Malthouse Avenue and 70 homes on land north of Malthouse Avenue.



MALTHOUSE AVENUE, CARDIFF GATE

SITE & SURROUNDINGS



1. Woodland footpath and mature vegetation
2. Community / education uses adjoining the site
3. Public right of way adjacent to southern parcel and the ancient woodland.
4. Landscaped edge to Malthouse Avenue
5. Pylon corridor and open grassland
6. Woodsy Close Business park frontage and embankment
7. Pylon corridor and amenity space to south of site
8. Enclosed rural lane and hedgerows

LAND AT MALTHOUSE AVENUE, CARDIFF GATE

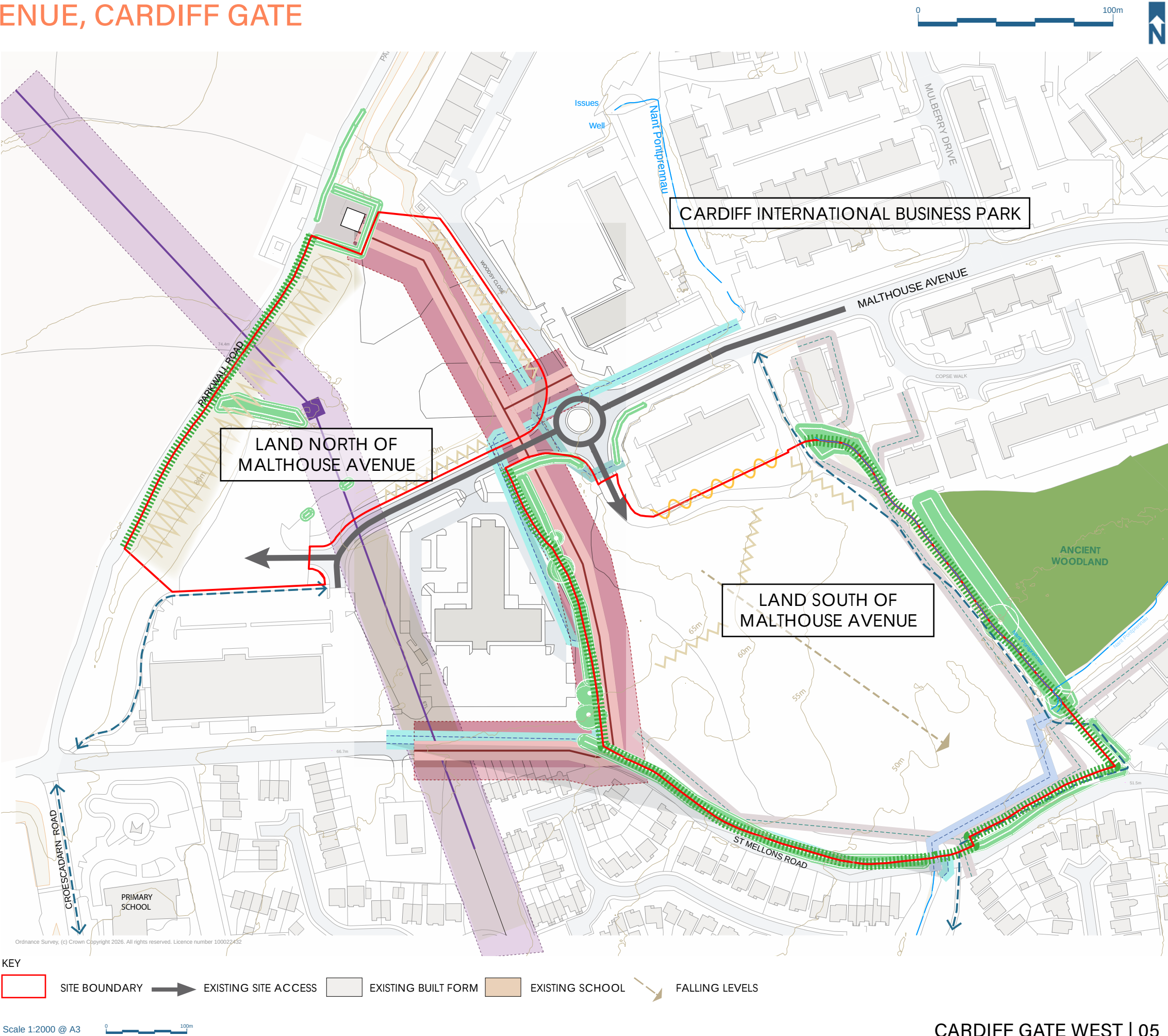
CONSTRAINTS PLAN

The plan identifies the principal physical, environmental and infrastructure constraints affecting the site and highlights the parameters that will need to be addressed through any future development proposals.

CONSTRAINTS

- GAS MAIN:** High-pressure gas main with assumed 30m residential easement corridor.
- OVERHEAD POWER LINES:** High-voltage overhead cables and pylon with assumed 30m easement corridor.
- WATER MAIN:** Existing water main with assumed 6m easement corridor.
- FOUL SEWER:** Existing foul sewer with assumed 6m easement corridor.
- CULVERTED WATERCOURSE:** Existing culvert with assumed easement corridor.
- STEEP SLOPES:** Significant level changes affecting developable areas.
- ECOLOGICAL CORRIDOR:** High-value ecological corridor along parts of the site edge.
- NANT PONTPRENNAU:** Existing watercourse along the site boundary to be retained and appropriately buffered.
- EXISTING TREES:** Existing trees/groups to be retained and appropriately buffered where possible.
- TPO WOODLAND:** Protected ancient woodland adjoining southern development parcel

EXISTING ACTIVE TRAVEL ROUTE (ATR): Existing PROW & ATR network to be retained and connected.



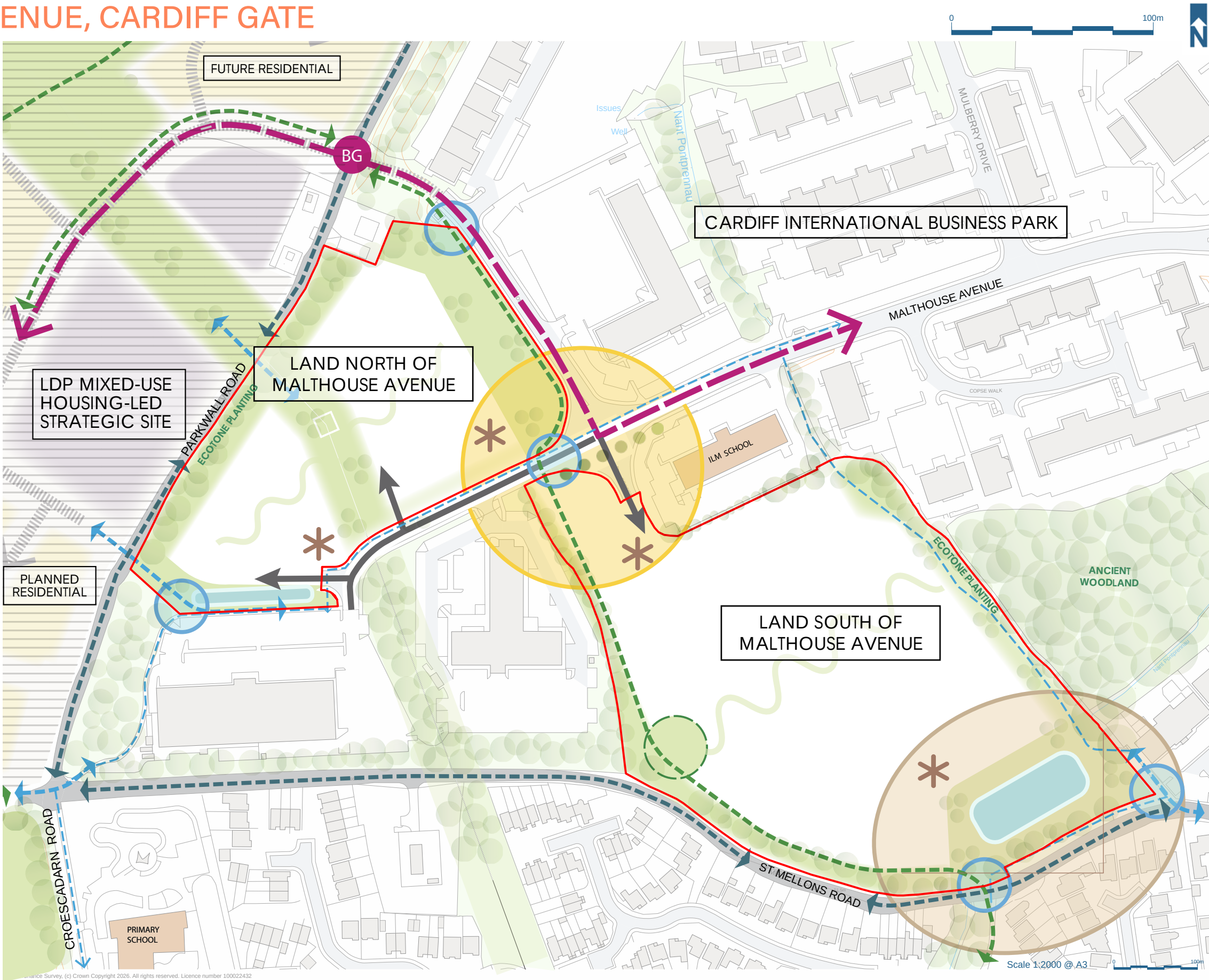
LAND AT MALTHOUSE AVENUE, CARDIFF GATE

OPPORTUNITIES PLAN

The plan identifies opportunities to diversify Cardiff Gate, regenerate underused land, strengthen connections, improve movement and establish a strong green infrastructure framework.

KEY OPPORTUNITIES

-  **ENHANCED GATEWAY AND JUNCTION:** Enhance the principal gateway and junction to support public transport and active travel connectivity, creating a safer and more welcoming entrance to the site.
-  **SOUTHERN GATEWAY:** Create a distinctive multifunctional southern gateway, Strengthening connections to St Mellon's Road and adjoining residential neighbourhoods.
-  **STRATEGIC ACCESS POINTS:** Provide strategic Active Travel Route (ATR) access points to strengthen connections between the site and surrounding communities.
-  **STRATEGIC PUBLIC TRANSPORT & ACTIVE TRAVEL ROUTE CONNECTION:** Strengthen connections along Malthouse Avenue & Woodsy Crescent, linking the site with planned neighbourhoods and the wider transport and ATR network.
-  **EXISTING & POTENTIAL ACTIVE TRAVEL ROUTE CONNECTIONS:** Enhance existing and potential connections to the wider ATR network, communities and open spaces.
-  **GREEN CORRIDOR / ECOLOGICAL LINK:** Establish a connected green corridor network through the site, retaining, enhancing and securing the long-term management of existing landscape features to support biodiversity, ecological connectivity and amenity.
-  **INTEGRATED SUDS & GI:** Integrate SuDS within the wider GI network, using existing drainage features to support biodiversity, landscape character and placemaking.



KEY

 SITE BOUNDARY

 SITE ACCESS

 ATR CONNECTION

 GREEN INFRASTRUCTURE CONNECTIVITY

 FOCAL BUILDING OPPORTUNITY

 STRATEGIC PLANNED GROWTH AREA

 FUTURE BUS ROUTE

 BG FUTURE BUS GATE

 FUTURE STRATEGIC CYCLE / ATR CONNECTIVITY

 PLAY PARK

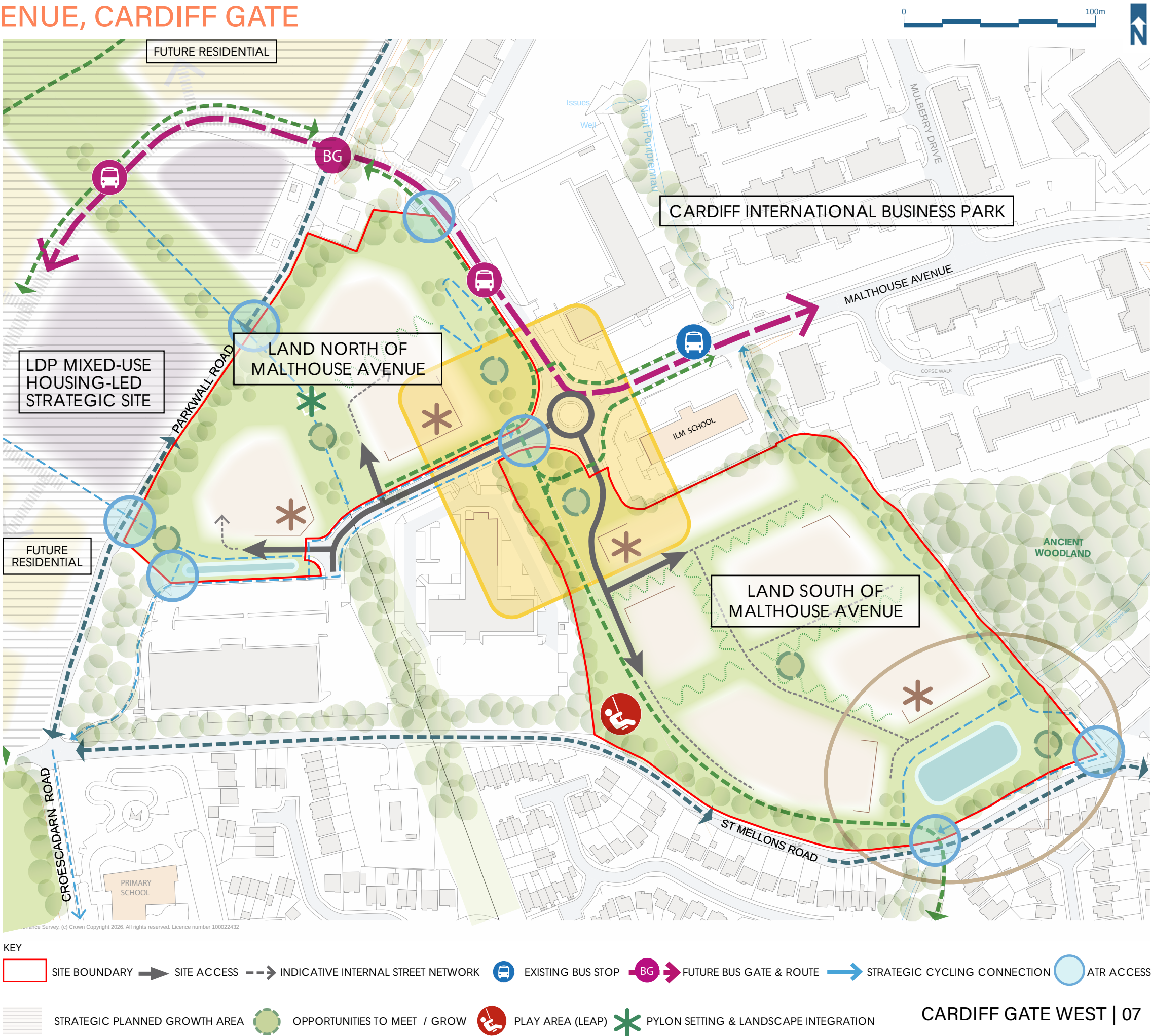
LAND AT MALTHOUSE AVENUE, CARDIFF GATE

CONCEPT FRAMEWORK

The Concept Masterplan illustrates how the site could be structured to deliver a connected, residential-led neighbourhood supported by complementary uses, green infrastructure and improved links to the wider Cardiff Gate area.

DESIGN PRINCIPLES

-  RESIDENTIAL DEVELOPMENT: Indicative development blocks arranged to create a coherent residential neighbourhood.
-  FOCAL BUILDINGS & FRONTAGES: Buildings positioned to reinforce key streets, spaces and arrival points.
-  ENHANCED GATEWAY & JUNCTION: A strengthened principal entrance supporting public transport, active travel and a clear sense of arrival.
-  SOUTHERN GATEWAY: A distinctive southern entrance strengthening connections to St Mellons Road and adjoining neighbourhoods.
-  ACTIVE TRAVEL CONNECTIONS: Improved walking and cycling links through the site and into the wider network.
-  FUTURE PUBLIC TRANSPORT CONNECTION: Potential connections along Malthouse Avenue and Woodsy Crescent to improve accessibility.
-  GREEN INFRASTRUCTURE CORRIDOR: Connected green corridors and planted edges helping structure development, support biodiversity and reinforce landscape and ecological connectivity.
-  SUDS / BLUE INFRASTRUCTURE: Integrated drainage features supporting biodiversity, landscape character and placemaking.



LAND AT MALTHOUSE AVENUE, CARDIFF GATE

GREEN INFRASTRUCTURE

The emerging Green Infrastructure Strategy establishes a connected landscape framework across Cardiff Gate West, integrating existing vegetation, green corridors, planted ecotones, SuDS, play, active travel and new planting to support biodiversity, placemaking and ecological connectivity.

DESIGN PRINCIPLES

- 1 ENHANCED GATEWAY & JUNCTION: Create a strengthened high quality public realm arrival space at the principal entrance.
- 2 SOUTHERN LANDSCAPE GATEWAY: Create a distinctive landscaped southern entrance, integrating planting, SuDS and a strong sense of arrival.
- 3 LINEAR PARK / PYLON CORRIDOR: Use the pylon corridor as a linear park and strategic landscape connection, creating a multifunctional green route through the site.
- 4 GREEN INFRASTRUCTURE CORRIDORS: Create connected green corridors and planted ecotones along site edges, overlooked by new homes to provide natural surveillance, activate routes and strengthen biodiversity and ecological connectivity.
- 5 SUDS / BLUE INFRASTRUCTURE: Integrate drainage features within the landscape to support sustainable water management, biodiversity, amenity, community foraging and placemaking.
- 6 STRATEGIC WALKING & CYCLING ROUTE: Integrate a green active travel corridor through the site, providing an attractive walking and cycling connection within the wider movement network.
- 7 STREET & PLOT-LEVEL GREENING: Introduce street trees, plot planting and small-scale SuDS to reinforce the wider green infrastructure network and create a greener residential environment.
- 8 EQUIPPED PARK: Introduce a LEAP along the strategic walking and cycling route, creating an accessible and well-overlooked play destination.



KEY

SITE BOUNDARY

GREEN INFRASTRUCTURE

GATEWAY JUNCTION

SOUTHERN GATEWAY

SUDS INFRASTRUCTURE

PLAY & SOCIAL INTERACTION

GI CORRIDOR ALIGNED WITH ATR

PYLON SETTING & LANDSCAPE INTEGRATION

CARDIFF GATE WEST | 08

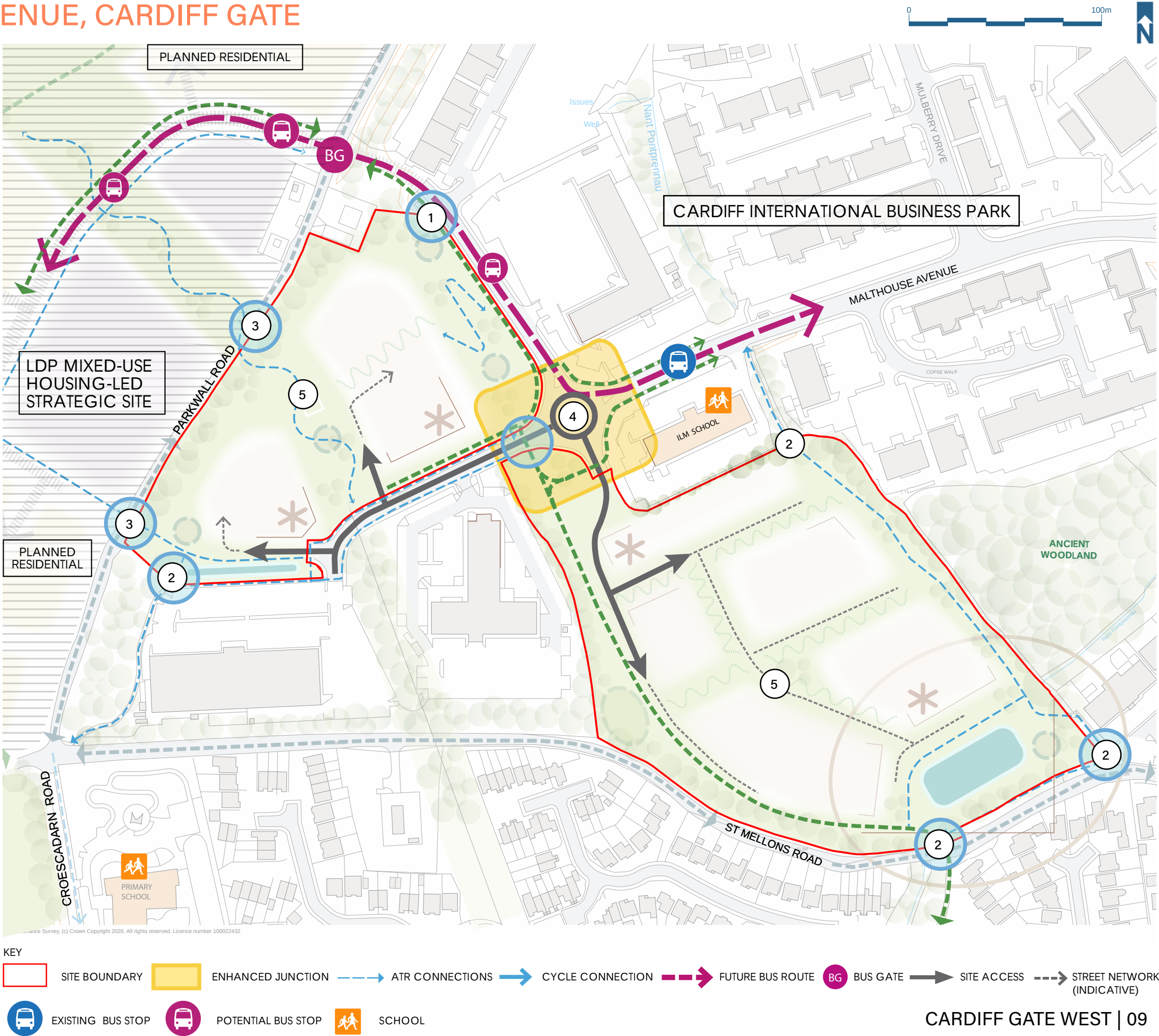
LAND AT MALTHOUSE AVENUE, CARDIFF GATE

MOVEMENT STRATEGY

The movement strategy seeks to integrate Cardiff Gate West with surrounding neighbourhoods, employment areas and the wider transport network, creating a connected and accessible place where walking, cycling and public transport are genuine alternatives to the car.

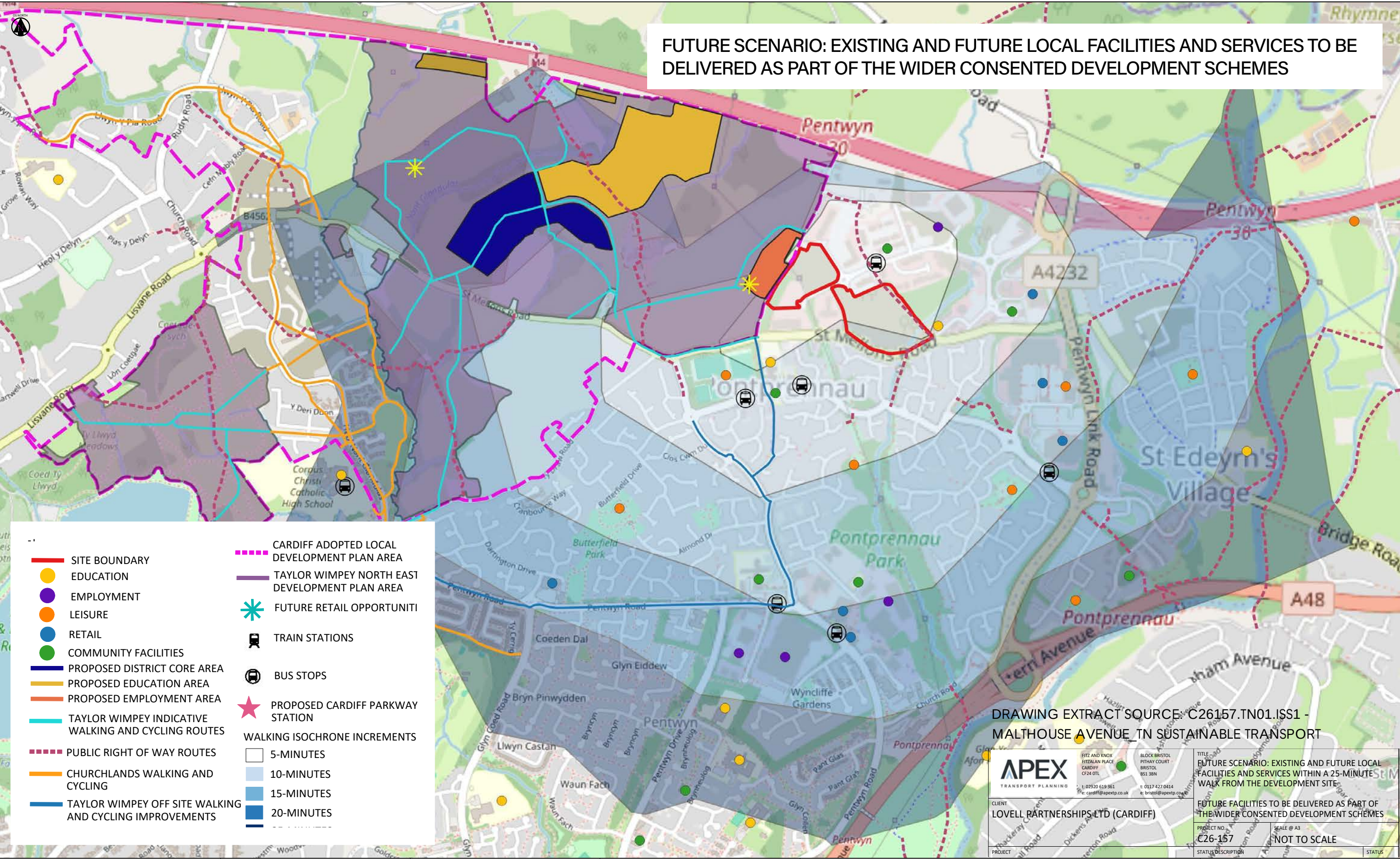
DESIGN PRINCIPLES

- 1 **CONNECT TO THE PLANNED COMMUNITY:** Create a strong walking and cycling connection from Cardiff Gate West towards the future mixed-use neighbourhood to the north-west, helping integrate new development on both sides of the business park.
- 2 **ESTABLISH CLEAR ACTIVE TRAVEL ENTRANCES:** Provide legible pedestrian and cycle access points into the site from adjoining neighbourhoods, linking into the wider active travel network.
- 3 **FUTURE WALKING & CYCLING LINKS:** Explore opportunities for additional walking and cycling connections from Cardiff Gate West as adjoining areas come forward.
- 4 **JUNCTION & GATEWAY ENHANCEMENT:** Opportunity to improve the junction as a more legible and attractive movement gateway, strengthening pedestrian and cycle connections, supporting bus movement and helping create a stronger mixed-use sense of place.
- 5 **STRENGTHEN CONNECTIONS** Improve movement between the development parcels and the wider business park, creating a clearer and more direct network across Cardiff Gate West.



LAND AT MALTHOUSE AVENUE, CARDIFF GATE

SUSTAINABLE TRANSPORT



LAND AT MALTHOUSE AVENUE, CARDIFF GATE

CONCEPT MASTERPLAN

DESIGN PRINCIPLES

- 1 PRIMARY ACCESS
Main vehicular access into the parcels, providing a clear arrival into the development.
- 2 ACTIVE TRAVEL CONNECTIONS
Dedicated walking and cycling access points connect through the site and into the surrounding network.
- 3 WALKING & CYCLING CONNECTIONS
Connected pedestrian and cycle routes through the site, linking with surrounding streets and wider networks.
- 4 LEGIBLE STREET STRUCTURE
A clear hierarchy of streets provides intuitive movement and creates distinct residential areas.
- 5 ECOLOGICAL BUFFER / ECOTONE
A landscaped transition along woodland and green edges, strengthening habitat connectivity and providing an appropriate development buffer.
- 6 CONNECTED GREEN SPACES
A network of green spaces supports recreation, biodiversity and pla
- 7 SUSTAINABLE DRAINAGE (SuDS)
Landscape-led drainage is integrated as part of the wider green infrastructure network.
- 8 LOCAL EQUIPPED AREA FOR PLAY (LEAP)
Accessible play provision is located within a connected, well-overlooked green setting.
- 9 ACTIVE FRONTAGES
Homes positively address streets, gateways and green spaces, providing overlooking and a strong sense of enclosure.



LAND SOUTH OF MALTHOUSE AVENUE, CARDIFF GATE

CONCEPT MASTERPLAN

DESIGN PRINCIPLES

- 1 PRIMARY ACCESS
Main vehicular access from the north, providing a clear arrival into the development.
- 2 ACTIVE TRAVEL ACCESS POINTS
Dedicated ATR access points provide direct connections between the site and the surrounding area.
- 3 WALKING & CYCLING CONNECTIONS
Connected pedestrian and cycle routes through the site, linking with surrounding streets and wider networks.
- 4 LEGIBLE STREET STRUCTURE
A clear hierarchy of streets provides intuitive movement through the development and creates distinct residential areas.
- 5 ECOLOGICAL BUFFER / ECOTONE
A landscaped transition along the woodland edge, strengthening habitat connectivity and providing an appropriate development buffer.
- 6 CONNECTED GREEN SPACES
A network of green spaces integrated throughout the neighbourhood, supporting recreation, biodiversity and placemaking.
- 7 SUSTAINABLE DRAINAGE (SuDS)
Landscape-led drainage integrated within the south-eastern part of the site, contributing to biodiversity and visual amenity.
- 8 LOCAL EQUIPPED AREA FOR PLAY (LEAP)
Play provision positioned within an accessible green setting and well overlooked by surrounding homes.
- 9 ACTIVE FRONTAGES
Homes positively address streets, open spaces and green edges to provide overlooking and a strong sense of enclosure.

SCALE A2	DATE	DRAWN BY
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JOB NO.	DRAWING NO.	REVISION
2646	IMP-01	-



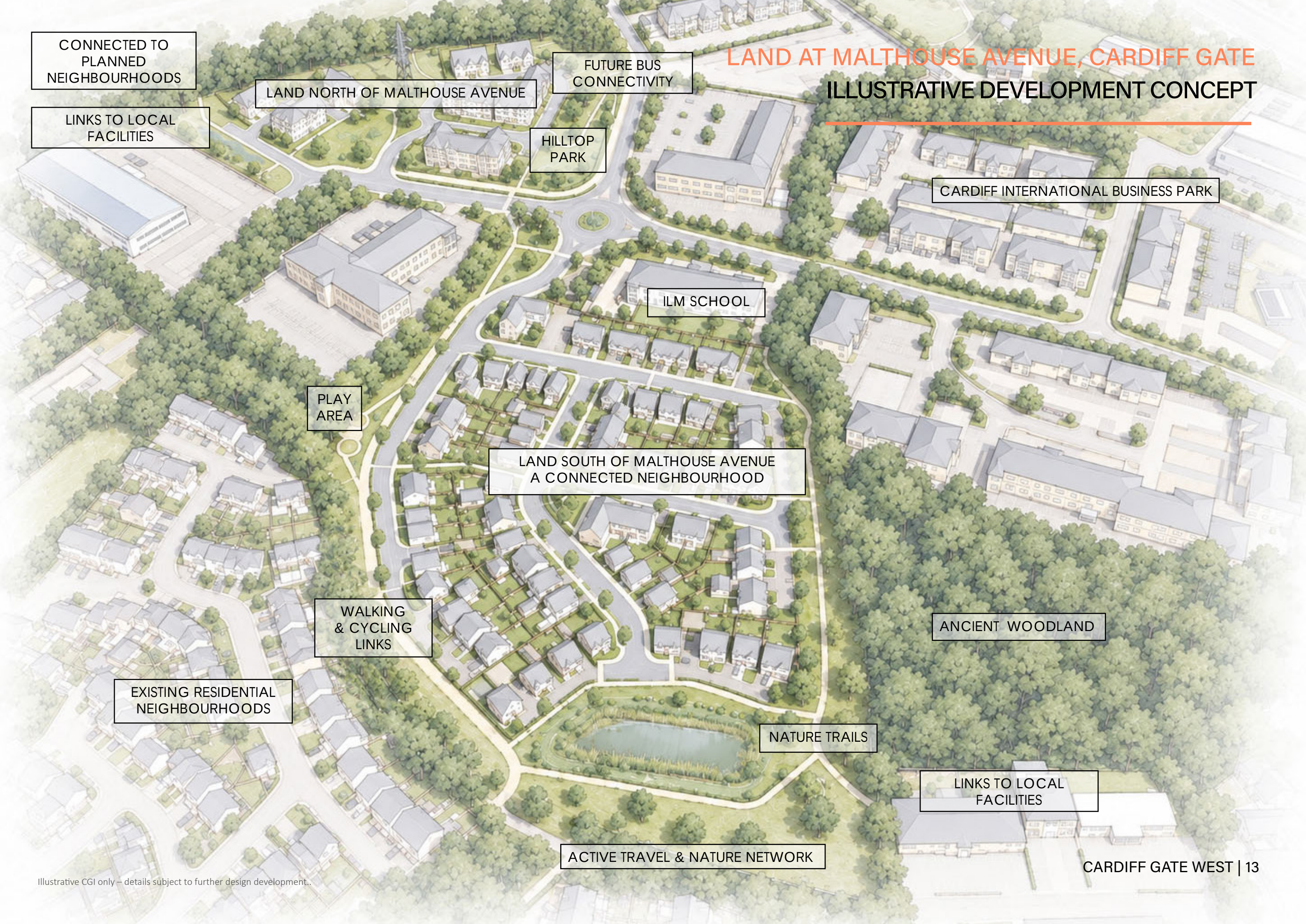
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CONNECTED TO
PLANNED
NEIGHBOURHOODS

LINKS TO LOCAL
FACILITIES

LAND NORTH OF MALTHOUSE AVENUE

FUTURE BUS
CONNECTIVITY

LAND AT MALTHOUSE AVENUE, CARDIFF GATE
ILLUSTRATIVE DEVELOPMENT CONCEPT

HILLTOP
PARK

CARDIFF INTERNATIONAL BUSINESS PARK

ILM SCHOOL

PLAY
AREA

LAND SOUTH OF MALTHOUSE AVENUE
A CONNECTED NEIGHBOURHOOD

WALKING
& CYCLING
LINKS

EXISTING RESIDENTIAL
NEIGHBOURHOODS

ANCIENT WOODLAND

NATURE TRAILS

LINKS TO LOCAL
FACILITIES

ACTIVE TRAVEL & NATURE NETWORK

Illustrative CGI only – details subject to further design development.

LAND AT MALTHOUSE AVENUE, CARDIFF GATE

ILLUSTRATIVE CHARACTER & PLACEMAKING

WALKABLE & CONNECTED

SOCIABLE PLACES

WELCOMING PLACES

HOMES FOR LIVING

MIXED USES - CONNECTED PLACES

HEALTHY LIFESTYLES

NATURE ON THE DOORSTEP

