

LOCAL MEMBER OBJECTION AND PETITION OF OBJECTION

COMMITTEE DATE: 10/02/2016

APPLICATION No. **14/02157/MJR** APPLICATION DATE: 24/09/2014

ED: **RADYR**

APP: TYPE: Outline Planning Permission

APPLICANT: Redrow Homes South Wales; St Fagans No. 1&2 Trust and St Fagans No.3 Trust

LOCATION: Land North and South of Llantrisant Road, North West Cardiff
PROPOSAL: THE DEVELOPMENT OF UP TO 630 RESIDENTIAL DWELLINGS (USE CLASS C3, INCLUDING AFFORDABLE HOMES), PRIMARY SCHOOL (USE CLASS D1), VISITOR CENTRE/COMMUNITY CENTRE (USE CLASS D1), COMMUNITY CENTRE (USE CLASS D1), OPEN SPACE (INCLUDING CHILDREN'S PLAY SPACES), LANDSCAPING, SUSTAINABLE URBAN DRAINAGE, VEHICULAR ACCESSES, BUS LANES, PEDESTRIAN AND CYCLE ACCESSES AND RELATED INFRASTRUCTURE AND ENGINEERING WORKS

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding legal agreement with the Council under the provisions of **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this Resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraphs 9.3 to 9.9 of this report, and having taken the Environmental Information in to consideration, planning permission be **GRANTED** subject to the following conditions:

RESERVED MATTERS AND TIME LIMIT

1.
 - A. Prior to the commencement of development on any Reserved Matters site, details of the layout, scale and appearance of the buildings, access (where not permitted by this permission) and landscaping (hereinafter called "the reserved matters") for that Reserved Matters site shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out as approved.
 - B. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.
 - C. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of the last of the reserved matters to be approved, whichever is the later.

Reasons: A. In accordance with the provisions of Article (3)1 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012. B and C. In accordance with the provisions of Section 92 of

the Town and Country Planning Act 1990 (as amended).

APPROVED PLANS AND DOCUMENTS

2. The consent relates to the following plans and documents attached to and forming part of this planning application:

Drawings:

- a) Land North & South of Llantrisant Road Planning Application boundary (drawing no IL 112909-28 (Rev E))
- b) Land North & South of Llantrisant Road Planning Application & Land Ownership Boundaries (drawing no IL 112909-29)
- c) Land North of Llantrisant Road Parameter Plan 1. Development Extent (drawing no IL 1129/09-23.1 (Rev K))
- d) Land North of Llantrisant Road. Parameter Plan 2. Access (drawing no IL 1129/09-23.2 (Rev K))
- e) Land North of Llantrisant Road. Parameter Plan 3. Green Infrastructure (drawing no IL 1129/09-23.3 (Rev K))
- f) Land North of Llantrisant Road. Parameter Plan 4. Height (drawing no IL 1129/09-23.4 (Rev K))
- g) Land South of Llantrisant Road. Parameter Plan 1. Development Extent (drawing no IL 1129/09-24.1 (Rev J))
- h) Land South of Llantrisant Road. Parameter Plan 2. Access (drawing no IL 1129/09-24.2 (Rev J))
- i) Land South of Llantrisant Road. Parameter Plan 3. Green Infrastructure (drawing no IL 1129/09-24.3 (Rev J))
- j) Land South of Llantrisant Road. Parameter Plan 4. Height (drawing no IL 1129/09-24.4 (Rev J))
- k) Llantrisant Road Proposal Overview Plan (drawing no W141304_SK100)
- l) Clos Park Radyr Proposed Access Junction (drawing no W141304_SK101)
- m) Llantrisant Road Proposed Access Junction & Toucan Crossing to Super-Route (drawing no W141304_SK102)
- n) Llantrisant Road Proposed Access Junction with 3m Bus Lane (drawing no W141304_SK103)
- o) Llantrisant Road Proposed 3m Bus Lane (drawing no W141304_SK104)
- p) Llantrisant Road/Heol Isaf Proposed Signalised Junction (drawing no W141304_SK105)
- q) Llantrisant Road Proposed Access Junction with Toucan Crossing (drawing no W141304_SK106)
- r) Proposed Toucan Crossing Linking to Heol Aradur (drawing no W141304_SK108)
- s) Llantrisant Road/Heol Isaf Proposed Signalised Junction 16.5m HGV Swept Path Analysis (drawing no W141304_SK41_AT-A01)
- t) Llantrisant Road Proposed PFS Mini Roundabout Oil Tanker Swept Path Analysis (drawing no W141304_SK41_AT-B01)
- u) Llantrisant road Proposed PFS Mini Roundabout Large Car Swept Path Analysis (drawing no W141304_SK41_AT_B02)
- v) Vehicle Crossover Details – Driveways Typical Arrangement (drawing no W141304/SK/05)
- w) Sketch Masterplan (drawing no 5868 A0 101 Rev C)

- x) Green Infrastructure Masterplan (drawing no R.0359_12-B)
- y) Illustrative POS Areas (drawing no R.0359_15B)

Documents:

- z) Application Form (as revised)
- aa) NLP Covering Letter dated 24 September 2014
- bb) NLP Covering Letter dated 1 September 2015
- cc) NLP Covering Letter dated 13 October 2015
- dd) Planning Statement (August 2014)
- ee) Planning Statement Addendum (September 2015)
- ff) Design and Access Statement (September 2014)
- gg) Design and Access Statement Addendum (document no R.0359_24A September 2015)
- hh) Cardiff North West - Flood Risk Statement for Llantrisant Road Residential Development (18 July 2014)
- ii) Cardiff North West – Utilities Statement for Llantrisant Road Residential Developments (3 July 2014)
- jj) Vectos letter dated 18th September 2014 responding to the Transport Assessment Audit
- kk) Environmental Statement Vol 1 Non-Technical Summary August 2014
- ll) Environmental Statement Vol 2 Technical Assessments August 2014
- mm) Environmental Statement Vol 3A and 3B Appendices and Figures August 2014
- nn) Environmental Statement Vol 1 Non-Technical Summary September 2015
- oo) Environmental Statement Addendum Vol 2 Technical Assessments September 2015
- pp) Environmental Statement Addendum Vol 3 Appendices and Figures September 2015
- qq) Technical Note 'Heol Isaf Proposals' 11 September 2015
- rr) Technical Note 'Llantrisant Road / Heol Isaf Junction and Southern Access Junction' 14 October 2015
- ss) Technical Note 'Stage 1 Road Safety Audit – Designers Response' 13 October 2015
- tt) Land to the North of Llantrisant Road Parameter Plan Explanatory Text (September 2015 re-submission)
- uu) Land to the South of Llantrisant Road Parameter Plan Explanatory Text (September 2015 re-submission)

The following drawings have not been superseded by revised drawings, but no longer form part of this planning application.

- vv) Llantrisant Road Proposed 3m Bus Lane (drawing no W141304_107)
- ww) Vehicular Access Location Plan (Phase 1) (drawing no SK001)
- xx) Llantrisant Road South – Llantrisant Road Priority Junction Option B (drawing no SK023B)
- yy) Llantrisant Road South – Llantrisant Road Toucan Crossing (drawing no SK032)

- zz) Llantrisant North – Clos Park Radyr Junction Option 2 (drawing no SK003)
- aaa) Llantrisant Road North – Llantrisant Road Junction (drawing no SK021)
- bbb) Heol Isaf / Llantrisant Road Signalised Junction Option 2 -with increased capacity for further development (drawing no SK026).

Reason: For the avoidance of doubt.

DETAILED HIGHWAY IMPROVEMENT WORKS

3. Subject to the provisions of condition 38 (PROVISION OF ROAD BEFORE OCCUPATION OF DWELLINGS), the highway works identified below and hereby permitted shall be implemented in accordance with the following approved plans and in accordance with an implementation programme which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development of the highway works identified below:

- (a) Construction of a new priority junction at the location of the new access to the northern parcel, off Clos Parc Radyr, together with footway and cycleway provision as shown on drawing no. W141304 SK101. These works shall also include all associated street lighting, drainage, signage, carriageway, foot / cycleway and kerbing works.
- (b) Construction of a new priority junction and 'Toucan' crossing facility on Llantrisant Road (and providing a pedestrian and cycle link to PROW 41), together with footway and cycleway provision, as shown on drawing no. W141304 SK102. These works shall also include all associated street lighting, drainage, Telematics, signage, carriageway, foot/cycleway and kerbing works.
- (c) Construction of a new priority junction on Llantrisant Road, together with footway and cycleway provision, as shown on drawing no. W141304 SK103. These works shall also include all associated street lighting, drainage, signage, carriageway, foot / cycleway and kerbing works.
- (d) Construction of a new 3.0 metre wide in-bound bus lane on Llantrisant Road, as shown on drawing no. W141304 SK104. These works shall also include new bus stops, including the provision of bus shelters, RTI (or equivalent), CCTV cameras, bus boarder kerbs, signage and associated ducting.
- (e) Construction of a new traffic signal controlled junction at Heol Isaf / Llantrisant Road junction with pedestrian / cycle 'Toucan' crossing facilities on all four arms and bus lane on the southern arm as shown on drawing no. W141304 SK105. These works shall also include all associated carriageway, foot/cycleway, street lighting, drainage, Telematics and signage works, including the provision of associated ducting.
- (f) Construction of a new raised roundabout, together with raised zebra crossing facility as shown on drawing no. W141304 SK106. These works shall also include the provision the new 'Toucan' crossing to the west of the roundabout, together with all associated carriageway, foot/cycleway, street lighting, drainage,

beacons, ducting, Telematics and signage works, and provision of a CCTV camera.

- (g) Construction of a new 'Toucan' crossing facility on Llantrisant Road providing a pedestrian and cycle link to Heol Aradur as shown on drawing no. W141304 SK108. These works shall also include all associated carriageway, foot/cycleway, street lighting, drainage, ducting, Telematics and signage works.

Reason: To ensure the provision of satisfactory access to and from the site, and the provision of the bus lanes and other highway works.

RESERVED MATTERS PLANS AND DOCUMENTS

- 4. Subject to the provisions of condition 41 (SOUTHERN ECOLOGICAL CORRIDOR, 42 (OPEN SPACE PROVISION FOR KICK ABOUT AREA) and 37 (HEIGHT) below, details in relation to the reserved matters submitted to the Local Planning Authority for any and every Reserved Matters site in compliance with condition 1 shall accord with the following approved plans and documents:

- a) Land North & South of Llantrisant Road Planning Application boundary (drawing no IL 112909-28 (Rev E))
 - b) Land to the North of Llantrisant Road Parameter Plan Explanatory Text (September 2015 re-submission)
 - c) Land to the South of Llantrisant Road Parameter Plan Explanatory Text (September 2015 re-submission)
 - d) Land North of Llantrisant Road Parameter Plan 1. Development Extent (drawing no IL 1129/09-23.1 (Rev K))
 - e) Land North of Llantrisant Road. Parameter Plan 2. Access (drawing no IL 1129/09-23.2 (Rev K))
 - f) Land North of Llantrisant Road. Parameter Plan 3. Green Infrastructure (drawing no IL 1129/09-23.3 (Rev K))
 - g) Land North of Llantrisant Road. Parameter Plan 4. Height (drawing no IL 1129/09-23.4 (Rev K))
 - h) Land South of Llantrisant Road. Parameter Plan 1. Development Extent (drawing no IL 1129/09-24.1 (Rev J))
 - i) Land South of Llantrisant Road. Parameter Plan 2. Access (drawing no IL 1129/09-24.2 (Rev J))
 - j) Land South of Llantrisant Road. Parameter Plan 3. Green Infrastructure (drawing no IL 1129/09-24.3 (Rev J))
 - k) Land South of Llantrisant Road. Parameter Plan 4. Height (drawing no IL 1129/09-24.4 (Rev J))
- and shall be in broad accordance with the following approved plans and documents:
- l) Sketch Masterplan (drawing no 5868 A0 101 Rev C)
 - m) Green Infrastructure Masterplan (drawing no R.0359_12-B)
 - n) Illustrative POS Areas (drawing no R.0359_15B)
 - o) Design and Access Statement Addendum (document no R.0359_24A).

Reason: To retain control of the development and given the information has been used to assess the development.

QUANTUM OF DEVELOPMENT AND USE

5. No more than 630 dwellings shall be erected on the application site. The proposed visitor centre/ community centre shall not exceed 400m² (gross) and shall be used as a visitor centre and/or community centre and/or sales office relating to the sale of dwellings on Strategic Site C and for no other purpose (including any other purpose in Class D2 of the schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument amending, revoking or re-enacting that Order). The whole site of the 2-form entry primary school (including but not limited to all buildings, landscaping, parking, outdoor play areas and pitch) shall be no less than 1.35ha and no more than 1.4ha. The school shall include an all-weather synthetic grass pitch of no less than 3,200m².
Reason: For the avoidance of doubt as to the quantum and use of development hereby approved and, in respect of the 1.4ha limit on the school, to comply with PADHI advice from the Health and Safety Executive.

CONDITIONS TO BE DISCHARGED

PHASING

6. No reserved matters applications shall be approved in writing by the Local Planning Authority until a phasing plan for the application site has been submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include details of the phasing of the following :
- a) each and every development parcel
 - b) Site accesses
 - c) School and visitor centre/community centre
 - d) Public transport stops
 - e) Strategic foul and surface water features and SUDS
 - f) Open Space and other publicly accessible areas

The development shall be carried out in accordance with the approved phasing plan or in accordance with a revised phasing plan, which shall be submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure there is a clear framework for both the progression of the development and for the submission of reserved matters applications so that the development is carried out in a comprehensive, sustainable and coherent manner.

FLOOR AND GROUND LEVELS

7. Details in relation to the reserved matters submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include details and a plan(s) showing proposed finished floor levels of any building, where relevant, and existing and proposed ground levels in relation to a fixed datum for that Reserved Matters site. Where a Reserved Matters site adjoins existing residential development, the reserved matters details shall include cross section drawings showing the existing and proposed ground levels in relation to a fixed

datum for that Reserved Matters site and the existing ground levels of the adjoining residential properties. Development shall be carried out in accordance with the approved details.

Reason: To ensure that adequate details of levels are provided to enable assessment of the relative heights of ground and buildings in relation to the landscape, the proposed development and existing structures.

DESIGN CODE FOR LAND NORTH OF LLANTRISANT ROAD

8. No reserved matters application shall be approved on land north of Llantrisant Road until there has been submitted to and approved in writing by the Local Planning Authority a Design Code which shall cover all reserved matter sites on land north of Llantrisant Road. The Design Code shall include the following matters:

- a) Typical street dimensions, boundary treatment, materials and artist's impressions;
- b) A detailed design for street hierarchies at an appropriate scale to ascertain required level of detail;
- c) Development blocks including built form and massing and relationship with adjoining development areas/blocks including areas of transition between development parcels (including the relationship between built form and adjoining open space);
- d) Building types;
- e) The means to accommodate the parking of vehicles and cycles;
- f) Sustainable Drainage features;
- g) Architectural principles and detailing;
- h) Design principles for street tree planting and other structural planting landscaping areas;
- i) Design Principles for the green infrastructure including layout of play areas, and sports pitches;
- j) Design principles on hard and soft landscaping treatments (including surfacing materials for all public realm);
- k) Design principles on the colour and texture of external materials and facing finishes for roofing and walls of buildings and structures;
- l) Design principles for street lighting and any other lighting to public space (including parking areas);
- m) Design principles for boundary treatments;
- n) Design principles for utility meter covers;
- o) Design principles for refuse storage;
- p) Design principles for the accommodation of nesting and roosting opportunities for birds and bats within buildings
- q) A mechanism for periodic review and refinement if necessary of the approved Design Code.

Details in relation to the reserved matters submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall accord with the approved Design Code, unless otherwise approved through Reserved Matters applications by the Local Planning Authority. Reason: To ensure the development is carried out in an integrated manner.

DESIGN CODE FOR LAND SOUTH OF LLANTRISANT ROAD

9. No reserved matters application shall be approved on land south of Llantrisant Road until there has been submitted to and approved in writing by the Local Planning Authority a Design Code which shall cover all reserved matter sites on land south of Llantrisant Road. The Design Code shall include the following matters:
- a) Typical street dimensions, boundary treatment, materials and artist's impressions;
 - b) A detailed design for street hierarchies at an appropriate scale to ascertain required level of detail;
 - c) Development blocks including built form and massing and relationship with adjoining development areas/blocks including areas of transition between development parcels (including the relationship between built form and adjoining open space);
 - d) Building types;
 - e) The means to accommodate the parking of vehicles and cycles;
 - f) Sustainable Drainage features;
 - g) Architectural principles and detailing;
 - h) Design principles for street tree planting and other structural planting landscaping areas;
 - i) Design Principles for the green infrastructure including layout of play areas, and sports pitches;
 - j) Design principles on hard and soft landscaping treatments (including surfacing materials for all public realm);
 - k) Design principles on the colour and texture of external materials and facing finishes for roofing and walls of buildings and structures;
 - l) Design principles for street lighting and any other lighting to public space (including parking areas);
 - m) Design principles for boundary treatments;
 - n) Design principles for utility meter covers;
 - o) Design principles for refuse storage;
 - p) Design principles for the accommodation of nesting and roosting opportunities for birds and bats within buildings
 - q) A mechanism for periodic review and refinement if necessary of the approved Design Code.

Details in relation to the reserved matters submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall accord with the approved Design Code, unless otherwise approved through Reserved Matters applications by the Local Planning Authority.

Reason: To ensure the development is carried out in an integrated manner.

PUBLIC ART

10. No reserved matters application shall be approved in writing by the Local Planning Authority until a strategy for the provision of public art on the application site has been submitted to and approved in writing by the Local Planning Authority. The approved public art strategy shall be implemented and maintained in accordance with the approved details.

The definition of public art for the purposes of the interpretation of this condition only shall include attractive landscape and surface water features.

Reason: In the interests of creating a quality and legible built environment.

CAR PARKING

11. Details in relation to the reserved matters LAYOUT submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include details for the parking of vehicles. The approved parking shall be provided prior to the beneficial occupation of the development on that Reserved Matters site and shall be retained thereafter and shall not be used for any purpose other than the parking of vehicles.

Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic circulating within and passing the site.

CYCLE PARKING

12. Details in relation to the reserved matters LAYOUT submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include details for the provision of secure cycle parking. The approved cycle parking shall be provided prior to the beneficial occupation of the development on that Reserved Matters site and shall be retained in perpetuity and shall not be used for any other purpose.

Reason: To ensure that adequate provision is made for the secure parking of cycles.

SOUTHERN PARCEL LIMIT

13. The number of dwellings to be accessed off the secondary point of access off Llantrisant Road (at the location of the proposed roundabout) shown on drawing no W141304_SK106 shall be restricted to a maximum of 150 dwellings. Details in relation to the reserved matters LAYOUT submitted to the Local Planning Authority for the respective Reserved Matters site in compliance with condition 1 shall include details of the means of preventing through vehicular access and the development shall be carried out as approved. Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway abutting the site.

RESIDENTIAL TRAVEL PLAN

14. No part of the development hereby permitted shall be occupied until the submitted Draft Interim-Residential Travel Plan has been progressed, submitted to and approved in writing by the Local Planning Authority. The Residential Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The Residential Travel Plan shall be implemented in accordance with the timetable which shall be set out in the plan or in accordance with a

revised timetable which shall be agreed in writing by the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Residential Travel Plan shall be submitted annually for a period of 5 years to the Local Planning Authority for approval in writing, commencing from the first anniversary of beneficial occupation of the first phase of development. Reason: To encourage sustainable transport and effect modal shift to non-car modes.

SCHOOL TRAVEL PLAN

15. Prior to first beneficial use of the school, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The School Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The School Travel Plan shall be implemented in accordance with the timetable which shall be set out in the plan or in accordance with a revised timetable which shall be agreed in writing by the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the School Travel Plan shall be submitted annually for a period of 5 years to the Local Planning Authority for approval in writing, commencing from the first anniversary of beneficial occupation of the school.
Reason: To encourage sustainable transport and effect modal shift to non-car modes.

ACCESS TO THE REMAINDER OF STRATEGIC SITE C AND VISTA RISE

16. Details in relation to the reserved matter ACCESS submitted for any Reserved Matters site on land south of Llantrisant Road that adjoins the remainder of Strategic Site C or existing dwellings accessed off Vista Rise, in compliance with condition 1 shall include, but not be limited to, a detailed strategy and implementation programme for the provision of means of access up to the boundary of that Reserved Matters site to serve development beyond the boundary of that Reserved Matters site. The details submitted shall include, but not be limited to, cross sections of the roads, footpaths and cyclepaths where they intersect with any dark zones identified in the approved SGIMS (under condition 23) and which shall also show green infrastructure and lighting proposals. The development shall be carried out in accordance with the approved details.
Reason: To ensure effective links to the wider strategic site and existing communities.

TREES

17. No development nor any site clearance on a Reserved Matters site shall take place and no reserved matters application shall be approved until there has been submitted to and approved in writing by the Local Planning Authority a tree assessment in accordance with BS 5837:2012 for that Reserved Matters site. The tree assessment shall include:

- (i) an Arboricultural Impact Assessment (AIA);
- (ii) an Arboricultural Method Statement (AMS) setting out the methodology that will be used to prevent loss of or damage to retained trees. The AMS shall include details of on-site monitoring of tree protection and tree condition that shall be carried out and for at least two years after its completion; and
- (iii) a Tree Protection Plan (TPP) in the form of a scale drawing showing the finalised layout and the tree and landscaping protection methods detailed in the AMS that can be shown graphically.

The development shall be carried out in full conformity with the approved AIA, AMS and TPP unless modifications to the approved AIA, AMS and TPP are agreed in writing by the Local Planning Authority.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity.

SOILS

18. No development nor any site clearance on a Reserved Matters site shall take place and no reserved matters application for that part of the site shall be approved until there has been submitted to and approved in writing by the Local Planning Authority a Soil Resource Survey (SRS) and Soil Resource Plan (SRP) for that Reserved Matters site that shall accord with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (DEFRA 2009). The development shall be carried out in full conformity with the approved SRP unless modifications to the SRP are agreed in writing by the Local Planning Authority.

Reason: To ensure the successful delivery of green infrastructure proposals.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

19. Prior to the commencement of any site clearance, construction works or development on any Reserved Matters site, a Construction Environmental and Management Plan (CEMP) for that Reserved Matters site shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with the approved parameter plans and shall be in broad accordance with the Green Infrastructure Masterplan (R.0359_12-B), the mitigation measures set out in the Environmental Statement and the Environmental Statement Addendum, and advice from Natural Resources Wales (letters dated 18/11/14 and 13/10/15). The CEMP shall include:

- (i) an implementation programme
- (ii) a Construction Traffic Management Plan, which shall include the following details: identification of the routes that construction vehicles would take and which shall avoid use of St Fagans Level Crossing and comply with Heol Isaf weight restrictions and identification of measures to regulate the routing of construction traffic; times within which traffic can enter and leave the site; times of deliveries, loading and unloading of plant and materials; access within the site including measures to ensure safe and

- convenient pedestrian, cycle and vehicular access through those areas not under construction or where construction is complete; wheel washing facilities; and details of parking of vehicles for contractors, site operatives and visitors
- (iii) details of the storage of plant and materials (including any oils, fuels and chemicals), construction compounds, any temporary facilities for construction / sales staff
 - (iv) details of site hoardings (including the erection, maintenance, security and any decorative displays)
 - (v) a Dust Management Plan and measures to minimise sediment loading
 - (vi) Measures to control cementitious materials
 - (vii) a Site Waste Management Plan for the recycling and/ or disposal of all waste resulting from demolition and construction works
 - (viii) a Construction Drainage Scheme indicating how surface water and land drainage run off will be dealt with to prevent contamination, nuisance, subsidence or flooding to land, buildings, watercourses or highways within that Reserved Matters site or adjacent land, buildings, watercourses and highways during the construction period. Measures to control contaminated surface water run off shall accord with the advice provided by Natural Resources Wales in their letter of 13/10/15.
 - (ix) a Green Infrastructure Construction Protection Plan (GICPP) detailing measures for the protection of the ecological (wildlife & habitats), arboricultural, landscape, soil, open space and SUDS resource on that Reserved Matters site during construction, including those existing elements proposed for retention and those proposed to be created or enhanced as part of the application. The GICPP shall comply with the approved Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan (required to be submitted for approval under condition 17) and the approved Soil Resource Survey and Soil Resource Plan (required to be submitted under condition 18) for that Reserved Matters site and shall include but shall not be limited to:
 - a plan showing protection zones
 - details of development and construction methods within the protection zones and measures to be taken to minimize the impact of any works
 - a light mitigation strategy, including measures to reduce light spillage from construction onto foraging habitats and commuting corridors for bats.
 - (x) List of on-site contacts and their responsibilities.

The details so approved and any subsequent amendments as shall be agreed in writing by the Local Planning Authority shall be complied within in full throughout the construction period for that Reserved Matters site.

Reason: To manage the impacts of construction on that Reserved Matters site in the interests of highway safety, and protection of the environment and public amenity.

LANDSCAPE SCHEME FOR APPROVED ACCESSES AND HIGHWAY WORKS

20. No development of the access and highway works hereby approved (as defined under condition 3 DETAILED HIGHWAY IMPROVEMENT WORKS) shall take place, nor any site clearance, until there has been submitted to and approved in writing by the Local Planning Authority a landscaping scheme and implementation programme for those works. The scheme shall include:

- (i) a tree assessment for that part of the site in accordance with BS 5837:2012 comprising an Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan
- (i) a Soil Resource Survey (SRS) and Soil Resource Plan (SRP) for that part of the site that shall accord with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (DEFRA 2009).
- (ii) details of proposed finished levels of the site in relation to the existing ground level, earthworks, hard surfacing materials, lighting, proposed and existing services above and below ground level, scaled planting plans (including schedules of plant species, sizes, numbers or densities, and in the case of trees, planting, staking, mulching, protection, soil protection and after care methods), topsoil and sub soil specification, tree pit sectional and plan views, planting and aftercare methodology.

The landscaping scheme shall demonstrate how planting can be accommodated to avoid all services. The scheme shall be implemented in accordance with the approved details and implementation programme.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity.

LANDSCAPING FOR EACH RESERVED MATTERS SITE

21. Details in relation to the reserved matters LANDSCAPING submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include

- a) Hard landscape works – which shall include proposed finished levels of the site in relation to the existing ground level and proposed floor levels of any building in relation to the existing ground level; means of enclosure and retaining structures; vehicle, cycle and pedestrian access and circulation areas; hard surfacing materials; external lighting; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs etc.); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, fuel pipelines) and an implementation programme.
- b) A landscaping scheme which shall include proposed finished levels and contours, scaled planting plans/ written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/ densities where appropriate;

- top soil and subsoil specifications, tree pit sections and plan views, planting and aftercare methodology and an implementation programme.
- c) Details, where appropriate, of proposed ponds and water features, which shall include detailed plans and cross sections and details to demonstrate the provision of refuges for wildlife and habitat links between wetland features within and outside the application site and an implementation programme.
 - d) A Detailed Green Infrastructure Management Strategy (DGIMS), including a phasing plan and implementation program, and management and maintenance schedules for the ecological, arboricultural, landscape, soil, open space and SUDS resource other than privately owned, domestic gardens (including 50+ year management plans for substantial arboricultural features such as woodlands, hedgerows, ecotones, trees in hard landscape and all other significant soft landscape features). The DGIMS shall accord with the approved SGIMS required to be submitted under condition 23. The DGIMP shall include a plan setting out habitats to be lost, enhanced, created and retained by the development for that Reserved Matters site. The DGIMP shall also include cross sections of the roads, footpaths and cyclepaths where they intersect with green infrastructure.
 - e) A detailed lighting scheme and implementation plan, to control light spillage to any 'dark zones' identified in the approved SGIMS (under condition 23). The scheme shall show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) to demonstrate that areas to be lit will minimise disturbance to bats whilst providing adequate lighting for the safety and security of all users of the development. The scheme shall include cross sections of roads, footpaths and cyclepaths where they intersect with any identified dark zones and those cross sections shall also show green infrastructure and lighting proposals.

The development shall be carried out in accordance with the approved details.

Reason: To protect the Green Infrastructure resource and to maintain and improve the appearance of the area in the interests of visual amenity.

WORKS TO TREE T71

- 22. Prior to undertaking any tree works to tree T71, identified on 'Plan EDP 1: Tree Survey Plan Overview' (drawing no edp1027/142b) submitted as part of the Environmental Statement Addendum (Vol 3), a pre-construction emergence survey or aerial tree climbing survey to identify use of the tree by bats shall be undertaken by a suitably qualified ecologist and a report on the findings of that survey shall be submitted to and approved in writing by the Local Planning Authority. Where the survey identifies use of the tree by bats, a bat mitigation plan and implementation programme shall be submitted to and approved by the Local Planning Authority and shall be implemented and carried out in

accordance with the approved details prior to any works commencing that may affect the tree. Reason: To protect the ecological resource of the site.

STRATEGIC GREEN INFRASTRUCTURE MANAGEMENT STRATEGY

23. No reserved matters applications shall be approved by the Local Planning Authority and no development, except for the implementation of the approved access works identified under condition 3 (DETAILED HIGHWAY IMPROVEMENT WORKS) and site clearance, shall take place until a Strategic Green Infrastructure Management Strategy (SGIMS) for the delivery, establishment and ongoing management, maintenance and monitoring of green infrastructure for the whole application site, for both the establishment phase (years 0 – 5) and longer term (up to Year 30 and beyond), has been submitted to and approved in writing by the Local Planning Authority. The SGIMS shall be based upon the Green Infrastructure Masterplan (R.0359_12-B), the mitigation measures set out in the Environmental Statement and the Environmental Statement Addendum, including Appendix 7.1 'Green Infrastructure Management Strategy – Heads of Terms', advice from the Council's Ecologist in his comments of 19/10/15 and advice from Natural Resources Wales in their letters of letters dated 18/11/14 and 13/10/15). The SGIMS shall include details and an implementation programme for the following:
- a) Proposals for the protection, enhancement and management of habitats, including woodlands, hedgerows and trees, grasslands, wetlands, retained and newly created ponds water features and SUDS, highway trees/verges, and other habitat providing foraging, community and breeding opportunities for birds, bats, reptiles, amphibians, Roman Snails and hedgehogs, and phasing of that provision.
 - b) Measures to be delivered for species protection, including bats, birds, reptiles, amphibians, Roman Snails and hedgehogs.
 - c) Proposals for monitoring and reviewing the success of habitat enhancement and establishment, including the frequency and timing of reviews and updating of the SGIMP.
 - d) Treatment for the eradication of any unsuspected invasive species found at the site.
 - e) An outline lighting strategy to protect bat interests for the site to inform the detailed lighting strategy for each Reserved Matters site. The outline strategy shall set out broad lighting principles to minimise disturbance to bats whilst providing adequate lighting for the safety and security of all users of the development and shall include a plan to identify any areas/ features on site that are particularly sensitive for bats as 'dark zones'. This plan shall include the 'dark corridor' shown on the Green Infrastructure Parameter Plan for Land South of Llantrisant Road (Drawing no IL1129/09-24.3 (Rev J)) and 'dark zone' shown on the Green Infrastructure Masterplan (R.0359_12-B).
 - f) Approach to safety of all ponds and SUDS features for the

general public.

The approved SGIMS, and any subsequent amendments, shall be implemented in accordance with the approved details and programme for implementation.

Reason: To protect and enhance the Green Infrastructure resource of the site.

PROMOTION OF BIODIVERSITY THROUGH DESIGN

24. Details in relation to the reserved matters submitted for any Reserved Matters site in compliance with condition 1 shall include details of walls and/or fences or other forms of enclosure and shall include opportunities to allow the free passage of hedgehogs. Any walls and or/ fences or other forms of enclosure shall be erected in accordance with the approved details and any subsequent amendments as shall be approved in writing by the Local Planning Authority before the relevant building is first occupied. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), those walls and/or fences or other means of enclosure shall not thereafter be altered or removed without the prior written approval of the Local Planning Authority.

Reason: In the interests of preserving and enhancing the character and appearance of the area and the privacy of existing and future residents and to promote biodiversity of the site through design.

IDENTIFICATION OF UNSUSPECTED CONTAMINATION

25. In the event that contamination is found at any time when carrying out the approved development on each Reserved Matters site that was not previously identified, it shall be reported in writing within 5 days to the Local Planning Authority, all associated works shall stop, and no further development shall take place, unless otherwise agreed in writing by the Local Planning Authority, until a scheme to deal with the contamination found has been submitted to and approved in writing by the Local Planning Authority. An investigation and risk assessment shall be undertaken and where remediation is necessary, a remediation scheme and verification plan shall be submitted to and approved in writing by the Local Planning Authority. Following completion of the measures identified in the approved remediation scheme, a verification report shall be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be submitted to the Local Planning Authority for approval in writing within 2 weeks of the discovery of any unsuspected contamination and shall be implemented in accordance with the approved timetable unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

CONTAMINATED MATERIALS

26. Any topsoil (natural or manufactured), or subsoil, to be imported on to each Reserved Matters site shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation to be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes. Reason: To ensure that the safety of future occupiers is not prejudiced.

IMPORTED AGGREGATES

27. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported onto each Reserved Matters site shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation to be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes. Subject to approval of the above, verification sampling of the material received at the development site is required to verify that the imported aggregate is free from contamination and shall be undertaken in accordance with a scheme agreed with in writing by the Local Planning Authority.
Reason: To ensure that the safety of future occupiers is not prejudiced

ROAD TRAFFIC NOISE

28. Prior to commencement of development on each Reserved Matters site, a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that all habitable rooms exposed to external road traffic noise in excess of 63 dB LAEQ, 16 hour [free field] during the day [07.00 to 23.00 hours] or 57 dB LAEQ, 8 hour [free field] at night [23.00 to 07.00 hours] shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 40 dB LAEQ, 16 hour during the day and 35 dB LAEQ, 8 hour at night. The submitted scheme shall ensure that where mechanical ventilation to habitable rooms is required the proposed measures shall be provided with acoustically treated active ventilation units. Each ventilation unit (with air filter in position), by itself or with an integral air supply duct and cowl (or grille), shall be capable of giving variable ventilation rates ranging from –
- 1) an upper rate of not less than 37 litres per second against a back pressure of 10 newtons per square metre and not less than 31 litres per second against a back pressure of 30 newtons per square metre, to
 - 2) a lower rate of between 10 and 17 litres per second against zero back pressure.

No habitable room shall be occupied until the approved sound insulation and ventilation measures have been installed in that room.

Reason: To ensure that the amenities of future occupiers are protected.

FUTURE KITCHEN EXTRACTION

29. If at any time the use of the community centre, visitor centre/community centre and school is to involve the preparation and cooking of hot food, the extraction of all fumes from the food preparation areas shall be mechanically extracted to a point to be agreed with Local Planning Authority, and the extraction system shall be provided with a de-odourising filter. Details of the above equipment shall be submitted to, and approved by, the Local Planning Authority in writing and the equipment shall be installed prior to the commencement of use for the cooking of food. The equipment shall thereafter be retained and maintained in accordance with the manufacturers' guidelines, such guidelines having previously been agreed by the Local Planning Authority in writing.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

OPENING HOURS AND DELIVERY HOURS

30. The community buildings, sales office and visitor centre shall not be occupied until the following details for that building have been submitted to and approved in writing by the Local Planning Authority:

- a) Proposed opening hours
- b) Delivery hours

The development shall be operated in accordance with the approved details.

Reason: To ensure a satisfactory appearance and implementation of the development in the interests of local amenity.

FLOODLIGHTING

31. No floodlighting shall be installed on a Reserved Matters site until a floodlighting scheme for that Reserved Matters site has been submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented as approved.

Reason: To avoid disturbance to sensitive receptors.

ARCHAEOLOGY

32. No development or site clearance of any Reserved Matters site shall take place prior to the implementation of a programme of archaeological work for that Reserved Matters site in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

DRAINAGE SCHEME FOR LLANTRISANT ROAD NORTH

33. No reserved matters applications shall be approved by the Local

Planning Authority in respect of land north of Llantrisant Road until a comprehensive Drainage Scheme for 'Llantrisant Road North', indicating how the disposal of foul and surface water from each Reserved Matters site within 'Llantrisant Road North' will be dealt with, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a plan showing which parts of the application site relate to 'Llantrisant Road North' and 'Llantrisant Road South' and shall show that foul flows from 'Llantrisant Road North' shall be communicated with the foul sewer at manhole reference number ST13793901 unless otherwise agreed with Welsh Water. The scheme shall include the results of 1) a Hydrological Risk Assessment to quantify the risks from infiltrating to ground and b) an assessment of the potential of the site for disposing of surface water by means of a sustainable drainage system. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control surface water run-off from the site and the measures taken to prevent pollution of the receiving ground water and/or surface waters;
- ii. as part of (i) above, demonstrate that appropriate control and mitigation measures are employed to prevent surface water run off to properties adjoining the site, and any associated nuisance, flooding and subsidence issues, with particular reference to properties along Heol Isaf and Radyr Farm Road which are positioned downhill of the development site.
- iii. include a period for its implementation; and
- iv. provide a drainage management and maintenance plan which shall include the arrangements for adoption by any public body or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Where feasible, surface water shall be attenuated on the surface with ecological and environmental features created as part of the SUDS design. If it is demonstrated that surface water can only be disposed of via a surface water sewer, any and all connections to the public surface water sewer shall be made at greenfield run off rate. The scheme shall be implemented in accordance with the approved details prior to the occupation of any building on the site and shall be maintained and retained in perpetuity, and no further surface water run off shall be allowed to connect directly or indirectly with the public sewerage system. Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents, and ensure no pollution of or detriment to the environment.

DRAINAGE SCHEME FOR LLANTRISANT ROAD SOUTH

34. No reserved matters applications shall be approved by the Local Planning Authority in respect of land South of Llantrisant Road until a comprehensive Drainage Scheme for 'Llantrisant Road South', indicating how the disposal of foul and surface water from each Reserved Matters site within 'Llantrisant Road South' will be dealt with, has been submitted to and approved in writing by the Local Planning

Authority. The scheme shall include a plan showing which parts of the application site relate to 'Llantrisant Road North' and 'Llantrisant Road South' and shall show that foul flows from 'Llantrisant Road South' shall be communicated with the foul sewer at manhole reference number ST13796203 unless otherwise agreed with Welsh Water. The scheme shall include the results of 1) a Hydrological Risk Assessment to quantify the risks from infiltrating to ground and b) an assessment of the potential of the site for disposing of surface water by means of a sustainable drainage system. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control surface run off from the site and the measures taken to prevent pollution of the receiving ground water and/or surface waters;
- ii. as part of (i) above, demonstrate that appropriate control and mitigation measures are employed to prevent surface water run off to properties adjoining the site, and any associated nuisance, flooding and subsidence issues, with particular reference to properties in Herbert March Close where residents have reported incidents of flooding.
- iii. include a period for its implementation; and
- iv. provide a drainage management and maintenance plan which shall include the arrangements for adoption by any public body or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Where feasible, surface water shall be attenuated on the surface with ecological and environmental features created as part of the SUDS design. If it is demonstrated that surface water can only be disposed of via a surface water sewer, any and all connections to the public surface water sewer shall be made at greenfield run off rate. The scheme shall be implemented in accordance with the approved details prior to the occupation of any building on the site and shall be retained and maintained in perpetuity, and no further surface water run off shall be allowed to connect directly or indirectly with the public sewerage system. Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents, and ensure no pollution of or detriment to the environment.

GREASE TRAP

35. If at any time the use of the community centre, visitor centre/community centre and school is to involve the preparation and cooking of hot food, the preparation and cooking of hot food shall not commence until an adequate grease trap has been fitted in accordance with details that shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the grease trap shall be retained and maintained so as to prevent grease entering the public sewerage system. Reason: To protect the integrity of the public sewerage system and to ensure the free flow of sewerage.

ENERGY STRATEGY

36. No development shall take place (except for permitted access works and site clearance) until an energy strategy for the application site has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include an assessment of the financial viability and technical feasibility of incorporating renewable and low carbon technologies and an implementation programme. The scheme shall be implemented as approved.
Reason: To promote sustainable development.

REGULATORY CONDITIONS

HEIGHT

37. Notwithstanding condition 4 (RESERVED MATTERS PLANS AND DOCUMENTS) above, the dwellings in the zone identified to be 'up to 4 storeys in height' on the Height Parameter Plan for 'Land North of Llantrisant Road' (drawing no IL1129/09-23.4 (Rev K)) shall be 3 - 4 storeys in height and the dwellings in the area identified to be 'up to 3.5 storeys in height' on drawing no IL1129/09-23.4 (Rev K) shall be predominantly 2.5 - 3.5 storeys in height. Notwithstanding condition 4 (RESERVED MATTERS PLANS AND DOCUMENTS) above, the dwellings facing or fronting onto the 'main street' (as identified on p. 44 of the Design and Access Statement Addendum) shall be 3 - 3.5 storeys in height.
Reason: To address placemaking considerations through the creation of sufficient scale to buildings fronting key spaces.

PROVISION OF ROAD BEFORE OCCUPATION OF DWELLINGS

38. No dwelling shall be occupied until that part of the road and footpath which provides access to it from the existing highway and all surface water drainage works for the said road have been laid out, constructed and completed up to base wearing course level in accordance with the approved plans.
Reason: To ensure an orderly form of development and to make provision for satisfactory access to the dwelling by the future occupants.

NORTHERN PARCEL LIMIT

39. The number of dwellings to be accessed off the priority junction (western access) off Llantrisant Road shown on drawing no W141304_SK103 shall be limited to a maximum of 20 dwellings.
Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway abutting the site.

HEOL ISAF LIMIT

40. The number of dwellings to be accessed off Heol Isaf shall be limited to a maximum of 2 dwellings. There shall be no vehicular connection through the site from Heol Isaf linking to either Clos Parc Radyr or Llantrisant Road.
Reason: To ensure that the use of the proposed development does not

interfere with the safety and free flow of traffic passing along the highway abutting the site and to help ensure that the development is in keeping with character and density of development along Heol Isaf.

SOUTHERN ECOLOGICAL CORRIDOR

41. Notwithstanding condition 4 (RESERVED MATTERS PLANS AND DOCUMENTS), the 'Southern Ecological Corridor' shall, as a minimum, encompass the 'dark corridor' with a minimum width of 30m identified on the Green Infrastructure Parameter Plan for Land South of Llantrisant Road (Drawing no IL1129/09-24.3 (Rev J) and the 'dark zone' shown on the Green Infrastructure Masterplan (R.0359_12-B).
Reason: To protect the ecological resource of the site.

OPEN SPACE PROVISION FOR KICK ABOUT AREA

42. Notwithstanding condition 4 (RESERVED MATTERS PLANS AND DOCUMENTS), at least 1 area of relatively level open space of at least 60m x 40m shall be provided on the southern parcel for use as active recreation open space, including as a kick about area. Reason: To ensure an acceptable provision of on-site open space.

LANDSCAPE IMPLEMENTATION

43. In relation to any landscaping scheme approved under condition 20 (LANDSCAPE SCHEME FOR APPROVED ACCESSES AND HIGHWAY WORKS) and Condition 1 above, any trees, plants or hedgerows which within a period of five years from the date of first planting die, are removed, become seriously damaged or diseased, or become (in the opinion of the Local Planning Authority) otherwise defective, shall be replaced in the current planting season or the first two months of the next planting season, whichever is the sooner.
Reason: To maintain and improve the appearance of the area in the interests of visual amenity.

NESTING BIRDS

44. No removal of hedgerows, trees, scrub or shrubs shall take place between 1st March and 31st August inclusive unless otherwise approved in writing by the Local Planning Authority.
Reason: To avoid disturbance to nesting birds which are protected under the Wildlife and Countryside Act 1981: Part 1 1(1)(b), it is an offence to intentionally take, damage or destroy the nest of any wild bird while that nest is in use or being built.

PLANT NOISE

45. The rating level of the noise emitted from fixed plant and equipment on the site shall not exceed the existing background noise level at any time by more than 5dB(A) at any residential property when measured and corrected in accordance with BS 4142: 1997. Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

PADHI ADVICE FROM THE HEALTH AND SAFETY EXECUTIVE

46. No development in contravention of PADHI advice from the Health and

Safety Executive (HSE) shall take place.
Reason: In the interests of health and safety.

WALES AND WEST UTILITIES APPARATUS

47. No buildings shall be built within the Institute of Gas Engineers recommended Building Proximity Distances of 14.4m either side of the outer edge of the High Pressure Pipeline ref 1561 - Nantgarw/Pentrebane [p2](SH013) unless otherwise agreed in writing to the Local Planning Authority following confirmation of agreement in writing by Wales and West Utilities.
Reason: In the interests of health and safety, and to minimise risk to the pipeline.

132kv OVERHEAD POWERLINE

48. Notwithstanding the stated intention to underground the 132kv overhead cable in the future, no buildings shall be built within 10m of any steel lattice pylon pertaining to the 132kv overhead cable and a minimum statutory clearance of 6.6m shall be maintained at all times between the nearest overhead line conductor and any part of a building.
Reason: In the interests of health and safety, and to minimise risk to the apparatus.

INFORMATIVES

RECOMMENDATION 2 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 3: Parts of this development site fall within a radon affected area and may require basic radon protective measures, as recommended for the purposes of the Building Regulations 2000.

RECOMMENDATION 4: The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints and;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates / soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under section 33 of the environmental Protection Act 1990 to deposit controlled waste on

a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:
Unprocessed / unsorted demolition wastes.

Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
Japanese Knotweed stems, leaves and rhizome infested soils.

In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and

- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 5: That the Applicant takes into consideration the advice of the Council's Tree Preservation Officer dated 23/09/15 in the design of landscaping details along Llantrisant Road.

RECOMMENDATION 6: Natural Resources Wales advise that:

- (i) the Applicant should seek a European Protected Species license from Natural Resources Wales under Regulation 53(2)e of The Conservation of Habitats and Species Regulations 2010 before any works on site commence that may impact upon bats, noting that the granting of planning permission does not negate the need to obtain a license if one is required.
- (ii) Excavated materials that are recovered via a treatment operation can be re-used on-site under the CLAIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste.
- (iii) Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Natural Resources Wales should be contacted for advice at an early stage to avoid any delays.
- (iv) Developers should refer to our position statement on the Definition of Waste: Development Industry Code of Practice and further guidance, which can be found on our website.
- (v) soil considered to be contaminated, which is excavated, recovered or disposed of, is known as controlled waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes: Duty of Care Regulations 1991, Hazardous Waste (England and Wales) Regulations 2005, Environmental Permitting (England and Wales) Regulations 2010
- (vi) The developer should ensure that all materials considered to be contaminated are adequately characterised both chemically and physically, and that the permitting status of any proposed off site

operations is clear. If in doubt, Natural Resources Wales should be contacted for advice at an early stage to avoid any delays.

- (vii) The Applicant refer to their Planning Advice Notice (attached to email of 18/11/14) for further advice and guidance, a copy of which has been provided to the Agent.
- (viii) The requirements of Planning Policy Wales and the Environment Agency's (now adopted by Natural Resources Wales) Guiding Principles for Land Contamination (GPLC 1, 2, and 3), March 2010, should be followed. A copy of this guidance is available at the following link: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/297450/geho1109brgy-e-e.pdf

RECOMMENDATION 7: That the Applicant/ Developer be advised of the following advice in respect of Public Rights of Way:

- (i) The granting of planning permission does not give a developer any right to interfere with, obstruct or move a public right of way.
- (ii) Temporary Diversions/Stopping up orders can be applied for, to Cardiff Council, to allow works to be undertaken or prevent a danger to the public. This restriction is only temporary and the route must be reopened. These orders cannot be used in lieu of a permanent order and again the developer will be expected to pay the costs of producing and implementing the order.
- (iii) Where rights of way are becoming shared use paths to allow cycling, a footpath conversion order under section 3 of the Cycle Tracks Act 1984 and Cycle Tracks Regulations 1984 is required. These can be applied for via the PROW Team following planning approval.
- (iv) In many developments, new highway is created under Section 38 Agreements and developers may also dedicate land for highway via Strategic Estates under Section 30 Highways Act 1980. If the developer decides to do these then the sections of the right of way that become footways adjacent or crossing the carriageway will fall within the Section 38 agreement.

RECOMMENDATION 8: Prior to undertaking any tree works or tree removals, further advice should be sought from a suitably qualified ecologist.

RECOMMENATION 9: That the Applicant / Developer be advised of the presence of gas pipes owned by Wales and West Utilities both within and adjacent to the site, and the related advice set out in their letter of 21/09/2015, forwarded to the Agents acting on behalf of the Applicant.

RECOMMENDATION 10: That the Applicant / Developer be advised of South Wales Police's recommended design and layout principles for designing out crime, set out in their letter of 29/09/2015, forwarded to the Agents acting on behalf of the Applicant.

RECOMMMENTATION 11: That the Applicant / Developer be advised of Wales and West Utilities 'Notes for Guidance - Tree Planting Restrictions on Pipelines' (email of 4/6/15, forwarded to the Agents acting on behalf of the Applicant).

RECOMMENDATION 12: Where any species listed under Schedules 2 or 4 of The Conservation of Habitats and Species Regulations 2010 are present on the site, no works of site clearance, demolition or construction shall take place in pursuance of this permission unless a licence to disturb any such species has been granted in accordance with the aforementioned Regulations and a copy thereof has been produced to the Local Planning Authority. Reason: To ensure the protection of European Protected Species.

RECOMMENDATION 13: Where feasible, surface water shall be attenuated on the surface with ecological and environmental features created as part of the SUDS design, taking into consideration the November 2015 SUDS Manual or CIRIA guidance (<http://www.susdrain.org/resources/ciria-guidance.html>) and “Recommended non-statutory standards for sustainable drainage (SuDS) in Wales – designing, constructing, operating and maintaining surface water drainage systems” (Welsh Government – January 2016).

RECOMMENDATION 14: Legal Agreements - That the highway improvement works as conditioned above (and any other works) which relate to the existing or proposed adopted highway are to be subject to an agreement under Section 38 and / or Section 278 of The Highways Act 1980 between the developer and Local Highway Authority.

1. **SCOPE OF THE PLANNING APPLICATION AND DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 This application, as amended, seeks outline planning permission for up to 630 residential dwellings, a primary school, visitor centre/community centre, community centre, open space (including children’s play space), landscaping, sustainable urban drainage, vehicular access, bus lanes, pedestrian and cycle accesses, and related infrastructure and engineering works.
- 1.2 Detailed permission is sought for the ‘access’ details set out on drawing no W141304_SK100 at this outline stage. All other access details and matters of appearance, landscaping, layout and scale are reserved for future consideration in reserved matters applications.
- 1.3 Permission is also sought for a set of Parameter Plans (PP) at this outline stage, in respect of ‘Development Extent’, ‘Access’, ‘Green Infrastructure’ and ‘Height’ which, together, define the parameters of the proposal that have been assessed by the Environmental Impact Assessment (EIA). Importantly, the parameter plans provide a framework that will inform the detailed design of the site at reserved matters stage and help ensure that the development is implemented within the scope of the development tested by the EIA. A number of illustrative plans seek to reflect the proposals, and show how the development could be accommodated within those parameters. These plans include an Illustrative Sketch Masterplan, a Green Infrastructure Masterplan, a plan showing Illustrative Public Open Space Areas and a plan showing a typical arrangement for vehicle crossover details. (It should be noted that the

recommended conditions require the reserved matters details to be 'in accordance' with the parameter plans, and 'in broad accordance' with Illustrative Sketch Masterplan, the Green Infrastructure Masterplan and the Illustrative Public Open Space Areas plan.)

- 1.4 The amended submission comprises the application form (as revised), Planning Statement (August 2014) and Planning Statement Addendum (September 2015), Design and Access Statement (September 2014) and Design and Access Statement Addendum (September 2015), Flood Risk Statement (18 July 2014), Utilities Statement (3 July 2014), Environmental Statement (August 2014) and Environmental Statement Addendum (September 2015) (including Non-Technical Summaries, Technical Assessments and Appendices), Vectos Letter of 18th September 2014 responding to the Transport Assessment Audit, Technical Note 'Heol Isaf Proposals' (11 September 2015), Technical Note 'Llantrisant Road / Heol Isaf Junction and Southern Access Junction' (14th October 2015), 'Stage 1 Road Safety Audit Addendum Designers Response' (13th October 2015) and a revised Drawings Package. The drawings package includes an amended Site Location Plan, a plan showing Land Ownership Boundaries, amended Parameter Plans, amended detailed highway drawings and the illustrative plans referred to in para 1.3 above.
- 1.5 The Environmental Statement covers the following topics: Socio Economic Effects, Transportation, Water Resources, Ecology, Landscape & Visual, Noise and Vibration, Air Quality, Heritage and Agriculture and Soils. A summary of the effects of the development, with the proposed mitigation in place, extracted from the Environmental Statement (Vol 1 Non-Technical Summary, September 2015, p. 20) is set out in Appendix 1 of this report, with the cumulative effects taking into consideration the potential development of LDP Strategic Sites C, D, E and the BBC Wales Broadcasting House site. A Transport Assessment and Draft Interim Travel Plan are included in the ES.
- 1.6 The amended proposal includes the following components:

Residential Use
- 1.7 Whilst the final number, position and density of dwellings will not be known until reserved matters applications are approved, the scheme proposes up to 630 residential units, split between up to 350 dwellings on land to the north of Llantrisant Road (parcel 1) and up to 280 dwellings on land to its south (parcel 2). It is stated that this would achieve a net density of 41 dph when discounting public open space and main infrastructure. Whilst the definitive mix of proposed dwellings will be determined at reserved matters stage, it is noted that the housing would primarily comprise family homes, with an indicative mix proposing 75% of dwellings as 3 and 4 bed dwellings.
- 1.8 Whilst housing scale and layout will also be determined at reserved matters, it is noted that dwellings would be predominantly 2 storeys in height, subject to the following restrictions set out on the 'height' parameter plans:

Northern parcel:

- A strip of land (approx. 24m wide) to the eastern boundary, adjacent to dwellings on Heol Isaf, will be limited to a max of 2 storeys (8.5m to ridge) in height. Dwellings in this area will be a minimum of 21m 'back to back' distance from existing properties or 14m 'back to side'. Within this area a 15m zone denotes where ancillary development will not exceed 1 storey (4m to ridge).
- The majority of the remainder of the site will be a max height of 3 storeys (12m to ridge) from proposed ground level, with the exception of: an area of higher ground which will be limited to 2.5 storeys (10.25m to ridge), an area to the south of the Thatch which will be a maximum height of 2 - 2.5 storeys (8.5m 10.25m to ridge), a 'cone' of restricted development to the south of the Thatch which may accommodate single storey ancillary structures, development along Llantrisant Road which will be a maximum of 3.5 storeys and an element of up to 4 storeys at the south eastern corner.

Southern parcel:

- The majority of dwellings will be a maximum of 3 storeys, with the following exceptions: dwellings adjacent to properties on Vista Rise will be a max height of 2 storeys (8.5m to ridge) and a min of 21m 'back to back' distance from existing properties or 14m 'back to side', residential development along the spine road will be a max height of 3.5storeys (15m to ridge), the school will be a max height of 16m from proposed ground level.

It should be noted that the stated ridge heights are from the *proposed* ground level, which the parameter plans note would be +/- 1.5m from existing ground level allowing for groundworks.

Proposed School

- 1.9 A primary school is proposed in the southern parcel, with the Sketch Masterplan showing it positioned south of the gateway boulevard. (The school would be positioned at the entrance to the district centre proposed to serve the wider strategic site). The land take of the primary school is restricted to 1.4ha (including buildings, play areas and parking) in order to comply with the Health and Safety Executive's advice in respect of a high pressure gas main. The school is proposed as a landmark feature, to comprise part of the 'bespoke' element of the development.

Community Centre and Visitor Centre

- 1.10 The amended application proposes a 600sq m community centre, which the Sketch Masterplan shows positioned west of the primary school to form part of the district centre for the wider site. This is proposed to be flexible to serve the needs of the application proposal and those of the wider site. In addition, a visitor centre of up to 400sqm is proposed, to be located to provide a landmark building at the entrance of the gateway boulevard. This would act as a sales office, provide the public with information about the wider development, and would become a community centre following the completion of the wider development.

Green Infrastructure and Open Space

- 1.11 The Green Infrastructure (GI) proposals are reflected in the amended GI Parameter Plans, the GI Masterplan, the Illustrative Sketch Masterplan, the DAS Addendum and the Environmental Statement Addendum (which includes Green Infrastructure Management Strategy Heads of Terms).
- 1.12 The DAS Addendum proposes a 'Hierarchy of Spaces'; a series of six green Key Public Spaces designed to link together and create legibility and character within the development. These comprise Plasdwr Gateway Linear Park, the Southern Ecological Corridor, Llantrisant Entrance Green, Clos Park Radyr Approach, Clos Park Radyr Link and Northern Play Space.
- 1.13 The 'Southern Ecological Corridor', one of the six key public spaces and a key element of the GI proposals, is described as a 'strategic green corridor' that runs along the southern boundary of the site. It is naturalistic in style, with large areas of existing trees, vegetation and habitat being retained, and new planting and habitats proposed. It is defined as a 'dark zone' on the GI Masterplan, varying in width (from approx. 12m – 50m) in which a sensitive lighting strategy to protect bat interests will be designed. The GI PP indicates that this 'dark zone' will incorporate a 'dark corridor' of a minimum width of 30m comprising structural planting for the purposes of promoting the migration of light sensitive bat species. The GI PP for the southern parcel proposes the retention of broadleaved woodland within the Southern Ecological Corridor, together with the retention of two existing ponds and the creation of a new pond to contribute to SUDs provision and habitat enhancement. The GI Masterplan also shows the creation of other wildlife ponds, and reptile and other wildlife habitats.
- 1.14 The 'Plasdwr Gateway Linear Park', on the southern parcel, is designed to provide a parkland setting at the entrance to the development and a substantial green link between Llantrisant Road and the wider development through a combination of swales, water pools and terraces, sculptural earth mounding, trees and planting, to provide informal open space, SUDs and wildlife habitats.
- 1.15 Three further green Key Public Spaces - Llantrisant Entrance Green, Clos Park Radyr Approach and Clos Park Radyr Link - all provide a green approach to the northern parcel, with structural planting and opportunities for play, whilst the sixth - the Northern Play Space - provides a Local Equipped Area for Play (LEAP) on the northern parcel.
- 1.16 A further key GI feature is the retention of key hedgerows and new tree planting on the northern parcel to form a green 'cruciform' with a 5th arm, which will accommodate the existing PROW, and provide both a green corridor and movement corridor through the site. The provisions made in respect of The Thatch, a grade II listed building at 128 Heol Isaf, are also significant in terms of GI. The PPs show the retention of an existing tree block with a 15m buffer, which may include play areas, soft landscaping and footpaths, but which will exclude other development, together with an area of restricted development to the south to retain a sense of 'openness'. The amended application also shows the extent of development pulled back and the removal of the hedgerow

adjacent to Heol Isaf to preserve/ enhance the view cone down Heol Isaf to Llantrisant Road and maintain an unobstructed view of the Thatch from Llantrisant Road.

- 1.17 Other GI proposals for both parcels include the incorporation of SUDs (with provision made on site for approx. 17,050m³ of storm water attenuation/infiltration), buffers to existing ecological features, and proposals in respect of hedgerows (new planting, retention, translocation and removal) and trees (new planting, retention and removal).
- 1.18 The amended GI PPs fix the location and minimum size of the LEAPs, with proposals including the provision of a LEAP in the northern parcel, as noted above, and two within the southern parcel, each comprising a minimum of 0.2ha. An Illustrative Public Open Space Areas plan sets out the typologies of open space being proposed. These include the 3 LEAPs, 3.4 ha of useable green space, 0.1ha of kickabout space, 2.4ha of greenspace corridors and existing vegetation and 1.6ha of SUDs and water features. The Green Infrastructure Masterplan also identifies three Local Areas of Play (LAP) and incidental natural play spaces.
- 1.19 With regards GI management, it is noted that consideration is being given to various mechanisms to secure the long-term management of the wider site, including the formation of a community trust, which would, in due course, include the current application. In the meantime, the Applicant proposes that management of the GI would be carried out either by a private management company funded by service charges or alternatively maintained by the Council, subject to an appropriate developer contribution and agreement.

Placemaking

- 1.20 In addition to the Six Key Public Spaces that form the Hierarchy of Spaces, noted above, the DAS defines four character areas for the development (Plasdwr Entrance, Llantrisant Road South, Llantrisant Road Frontage and Llantrisant Road North) and their respective design principles. The DAS also defines secondary nodes (a series of smaller spaces creating legibility and variety), landmark buildings, focal buildings and key frontages, which will inform the design of Reserved Matters applications. The PPs set out parameters in respect of development extent and building height.

Transport and Access

- 1.21 The overall transport strategy is to support the use of sustainable transport modes in preference to single occupancy car use and achieve a step change in travel through enhancements to public transport, and a layout which promotes walking and cycling for short trips. A key element of the strategy is to reduce Llantrisant Road and Heol Isaf acting as a barrier to pedestrian movement.

Vehicular Access and Traffic Management

- 1.22 Detailed planning permission is sought for five points of vehicular access. The northern parcel would be accessed via 3 new priority T-junctions; two onto Llantrisant Road and one onto Clos Parc Radyr. One of the T-junctions proposed onto Llantrisant Road is needed to overcome topography constraints

and is proposed to serve 15-20 dwellings, whilst the other junction onto Llantrisant Road will secure access through the site to the Clos Parc Radyr T-junction. Land to the south of Llantrisant Road would be accessed via a modified Llantrisant Road / Heol Isaf junction to form a four-arm signal controlled junction and a priority roundabout with Llantrisant Road. The priority roundabout would serve up to 150 dwellings in the southern parcel.

- 1.23 It is suggested that the Council may wish to use the Llantrisant Road / Heol Isaf junction as a 'metering point', to control and manage traffic into Cardiff by holding queuing in appropriate locations as part the Council's strategy to promote non-car modes of travel and to manage the smooth flow of traffic, notably through Air Quality Management Areas.

Shared Surface Street

- 1.24 The 'Access' PP for the northern parcel includes a 'shared surface' of varying width between 4.5m and 6m to the north of Llantrisant Road, which would provide vehicular access to 15-20 dwellings, and also act as a route for pedestrian and cyclist movement along Llantrisant Road and through the site. This is shown on an illustrative basis, with the detailed alignment and layout to be determined at reserved matters approval stage.

Direct Frontage onto the Highway Network

- 1.25 The 'Access' PP for the northern parcel shows three stretches of frontage along Heol Isaf and Clos Parc Radyr which may benefit from direct vehicular access onto the existing respective highways. The PP seeks to establish the principle of the acceptability only at this outline stage, and does not specify how many properties would be accessed or how many access points there would be. An illustrative typical arrangement is provided (drawing no W141304/SK/05).

Bus Lanes and Public Transport

- 1.26 Detailed permission is sought for an inbound 3m wide bus lane on Llantrisant Road and a 3m north bound bus lane on the southern arm of the Llantrisant Road/ Heol Isaf Junction, to enhance priority for public transport. Other public transport enhancements include the provision of two new bus stops on Llantrisant Road, contributions towards upgrading existing bus stops, and the extension of Bus Service 62.

- 1.27 The development is supported by a Residential Travel Plan, which sets out measures to promote and encourage sustainable travel. Proposed public Transport measures include personalised travel planning for new residents and the provision of one free annual bus pass per household (subject to agreement with Cardiff Bus).

Pedestrian and Cycle Access

- 1.28 Detailed permission is sought for the following pedestrian and cycle enhancements to maximise the opportunity for local journeys to be undertaken on foot or by bicycle:
- three new Toucan crossing points for pedestrians and cyclists across Llantrisant Road, in addition to the toucan crossings proposed as part of the modified Heol Isaf / Llantrisant Road junction

- a 3m segregated cycleway to the south of Llantrisant Road (south of the northern parcel) forming part of a 'super cycle highway' continuing through the parkland entrance
- a 3m segregated cycleway and 2m footway either side of the alignment of the southern arm of the Llantrisant Road/ Heol Isaf junction, off set from the road
- A 3m cycleway and 2m footway along the western side of Heol Isaf between Llantrisant Rd and the proposed pedestrian crossing
- A 4m shared footway/ cycleway to the north of Llantrisant Road between the left lane filter and proposed toucan crossing, reducing to 3m and extending to the southernmost toucan crossing
- 2m footway to the south Llantrisant Road (north of the southern parcel).
- a 3m shared footway/ cycleway along the south-eastern side of Clos Parc Radyr.

1.29 Pedestrian and cycle enhancements proposed on the PPs include:

- a shared 4m footway/ cycleway running along the PROW that runs through the northern parcel and linking to Heol Isaf
- provision on the northern parcel for a route which prioritises cyclists and pedestrians from the bridleway to the north to south of the Thatch
- a shared surface along the northern side of the Llantrisant Road (south of the northern parcel) (referred to above)
- provision for the delivery of a safe-route-to-school on the southern parcel from Llantrisant Road to the new primary school/community uses/open space
- links to the rest of strategic site C, including to the North West and south of the application site (including vehicular access) and opportunity to link through to Vista Rise (footway/ cycleway link only) to provide access to Waterhall Road.

The DAS proposes a hierarchy of streets to provide a series of interconnecting footways and cycle friendly streets through the site.

- 1.30 Off-site pedestrian, cycle and environmental improvements are proposed to Heol Isaf, between the Llantrisant Road/Heol Isaf Junction to the Heol Isaf /Station Road junction, to encourage sustainable travel. These include the creation of a 20mph zone between Heol Isaf /Station Road junction and Radyr Comprehensive School egress, junction improvement works, a mini roundabout to Radyr Comprehensive, 3 raised zebra crossings (to the north of Rectory Close and to the north and south of Radyr Comprehensive School access) and landscape improvement works. Zebra crossings are also proposed at Radyr Station, and on Waterhall Road, Tangmere Drive and Danescourt Way. Cycle parking is proposed at bus stops, and at Radyr Station, subject to the approval of the Council and station operator.
- 1.31 Various Travel Plan measures are proposed to promote walking and cycling, and include: the provision of a Travel Plan Co-ordinator (TPC) (for 10 years following first occupation), the provision of a Travel Information Pack to each household upon occupation, the organisation/promotion of Walking Buses, Cycle Trains, Scoot to School, Car Sharing initiatives and Cycle Training by the

TPC, the provision of bicycle vouchers for the first resident of each new property, and the provision of cycle parking at each residential unit.

Proposals in respect of other infrastructure

- 1.32 It is noted that the development is predicated on the undergrounding of the overhead power line (132kv) and that the Applicant is in discussions with WPD. It is noted that the formal procedure to facilitate the undergrounding cannot commence until planning permission is obtained.
- 1.33 An existing water main dissects the southern parcel along a north-south axis, and the proposed form of development set out on the illustrative masterplan requires the water main to be diverted.

Amendments

- 1.34 Two sets of amended plans and further information have been submitted, both of which have been subject to a full 21 day consultation, and advertised by neighbour notification, press and 30 no. site notices. The scope of the first set of amendments (September 2015) is detailed in paragraphs 1.36 – 1.38. The second set of amendments (October 2015) update the access details that detailed permission is sought for, as detailed in paragraph 1.39 below.
- 1.35 The application description has been amended to reflect the addition of a community centre (600sq m), a visitor centre/community centre (up to 400 sq m), and bus lanes. The application site has been amended to include a narrow strip of land running parallel to the southern side of Llantrisant Road (to facilitate the delivery of the bus lane) and an area of land to the west of the Heol Isaf/ Llantrisant Road Junction (to facilitate the delivery of a further sustainable urban drainage (SUDs) feature), increasing the site area from 28.6ha to 29.2ha.
- 1.36 The September 2015 amendments to the northern parcel of the proposed development include:
- (i) the delivery of an inbound bus lane along Llantrisant Road
 - (ii) the translocation or replacement of the hedgerow (H18) running parallel to the south of Llantrisant Road to facilitate the additional highway works
 - (iii) the complete removal of hedgerows H2, H3 and H12, with their loss compensated by new planting and translocation elsewhere on the site.
 - (iv) a reduction of the 3m buffer around hedgerows to 1.5m
 - (v) the provision of a Local Equipped Area of Play (LEAP) (0.2ha min)
 - (vi) the inclusion of a further SuDS feature to the west of the Heol Isaf/Llantrisant Road Junction
 - (vii) the identification of SuDS features to the north, west and south of the Heol Isaf/Llantrisant Road Junction
 - (viii) the identification of an area of 'restricted development' to the south the Thatch in order to retain a sense of openness
 - (ix) a reduction in the 'extent of development' running parallel to Heol Isaf, to maintain an unobstructed view of the Thatch from Llantrisant Road
 - (x) an additional new priority T-junction to serve 15-20 dwellings off Llantrisant Road
 - (xi) provision for potential to access a limited stretch of frontage along Clos Parc Radyr and Heol Isaf direct from the existing highway

- (xii) provision for a route which prioritises cycles and pedestrians from the bridleway to the north to Heol Isaf south of the Thatch
- (xiii) an increase in building heights fronting Llantrisant Road to up to 3.5 storeys in height, except for those overlooking the SuDS feature, which may be up to 4 storeys in height. Building heights along the ridge of the site to be restricted to 2.5 storeys.

1.37 The September 2015 amendments to the southern parcel of the proposed development include:

- (i) the delivery of a north bound bus lane on the southern arm of the Llantrisant Road/ Heol Isaf Junction
- (ii) a visitor centre/sales office (up to 400 sq m) overlooking the SuDS feature south of the Heol Isaf/Llantrisant Road Junction, to be used as a community centre in the longer term
- (iii) restriction of the proposed primary school to a maximum land take of 1.4ha to comply with Health and Safety Executive PADHI restrictions in relation to an existing high pressure gas main
- (iv) a 600sq m community centre proposed to the west of the school.
- (v) a 'safe route to school', proposed from Llantrisant Road running through the site towards the proposed school
- (vi) two new LEAPs, each comprising a minimum 0.2ha
- (vii) a dark corridor, running along an alignment from the south of the site to the north-west. This would have a minimum width of 30m and comprise structural planting
- (viii) the removal of hedgerows H27, H28, H19 and the vast majority of H20, including a group of TPO's, with compensatory planting and translocation proposed
- (ix) an increase in building heights fronting the internal spine road to up to 3.5 storeys in height.

1.38 In addition to the bus lanes, the new priority T-junction and the potential for a limited stretch of frontage to be accessed direct onto Heol Isaf and Clos Parc Radyr, referred to above, the amended 'access' details include cycle and pedestrian routes of varying widths and forms, and modifications to the Heol Isaf/ Llantrisant Road junction.

1.39 The second set of amendments (October 2015) update the detailed highway plans, and include:

- Modifications to the layout of the Llantrisant Road/ Heol Isaf junction to deliver greater efficiencies in movement, comprising an additional lane on the entry of the eastern arm of the junction and an additional lane on the exit of the northern arm of the junction to facilitate a double right-turn movement from Llantrisant Road to Heol Isaf
- Changing the access to the Southern parcel from a priority junction to a priority roundabout and limiting access to a max of 150 dwellings
- Confirmation that Public Rights of Way (PROW no's 41, 42 and 47) will be accommodated
- A Technical Note, summarising the above amendments and including modelling assessments and an addendum to the Stage 1 Road Safety Audit

- A designer's response to the Stage 1: Road Safety Audit addendum of the above changes.

2. **DESCRIPTION OF SITE**

- 2.1 The application site comprises 29.2 hectares of largely 'greenfield' land located to the north west of Cardiff. The residential suburbs of Radyr and Danescourt lie to the immediate east of the site, with agricultural land to the west and south. The site mainly falls within Radyr ward, but also overlaps into Llandaff, Fairwater and Creigiau/ St Fagans wards.
- 2.2 The application site comprises two distinct parcels of land on either side of Llantrisant Road (A4119) –Llantrisant Road North (11.1ha) and Llantrisant Road South (13.9ha). 4.5ha is taken up by highway works within the application boundary and land that is excluded from development of the site. Both parcels are used for agricultural purposes, with the landscape characterised by open fields, separated by hedgerows with hedgerow trees. Approximately two-thirds of the site (17.9ha) comprises agricultural land of Grade 3a (Good) quality – categorised by the Welsh Government as the 'Best and Most Versatile' (BMV) land, with approximately one third Grade 3b (Moderate) land (8.1ha). There are no Sites of Importance for Nature Conservation (SINC) within or adjoining the site. The site does not lie within or in close proximity to nationally or locally designated landscapes, although there are a number of Special Landscape Areas (SLA) located within the wider area, with the St Fagans Lowlands and Ely Valley SLA being the nearest, located c.1.2km to the south-west of the application site. There is a registered historic park and garden, known as Fairwood House, located c275m to the south east of the site. There is also a scheduled ancient monument positioned c180m from the site's NE boundary; a 'cooking mound' believed to date from the Iron Age. The Welsh Government TAN 15 Development Advice Maps indicate that the site falls within Zone A, considered to be at little or no risk of fluvial or coastline flooding.
- 2.3 Radyr and Danescourt local centres lie within 1km of the site boundary, providing local shopping, health and education facilities. Two rail lines operate through North West Cardiff – the City Line through Radyr, Danescourt and Fairwater and the Valley Line through Radyr. There are a number of bus stops within walking distance of the site.

Llantrisant Road North

- 2.4 Llantrisant Road North is bounded to the south by Llantrisant Road, to the west by Clos Parc Radyr and the east by existing residential development on Heol Isaf (B4262). The northern parcel is constrained by its topography, with the land rising at a gradient of approximately 1 in 10 from Llantrisant Road to a prominent ridgeline, which runs through the centre of the site from NW to SE, and falls away to the northern boundary, at a similar gradient. At its peak, the ridge is c76m, which is some 10-20m higher than land at the peripheries of the parcel. Heol Isaf dwellings that border the northern part of the site are positioned down slope from land within the site. Other prominent landscape features include two groups of trees, one adjacent to the southern end of

housing on Heol Isaf, and the other on the boundary with Clos Parc Radyr, close to its junction with Llantrisant Road. Whilst visibility from local roads and urban areas is limited by vegetation, longer distance views from the south are available.

- 2.5 Existing Public Rights of Way run through the centre of the site in a SW/NE direction (footpath 41 Radyr) and along its northern boundary (bridleway 40 Radyr), providing links into Radyr. Another, to the south, connects the site to Pentrebane (footpath 42 Radyr), whilst a fourth (footpath 47 Radyr) connects the site to open space to the north east. There are two electricity substations within the site, located to the north of the site adjacent to Clos Parc Radyr, and along the PROW behind 108 Heol Isaf. Medium pressure gas mains are located within the site along Llantrisant Road and Heol Isaf. Low pressure gas mains are located along Heol Isaf and the PROW running along the northern boundary. A Grade II listed building, 'The Thatch' immediately adjoins the south eastern boundary and enjoys prominence in the landscape.

Llantrisant Road South

- 2.6 The site is bounded to the north east by Llantrisant Road, to the North West by an overhead power line, and by field boundaries and an underground reservoir to the south. The site is broadly level and is not prominent in the wider landscape. Key landscape features include three ponds, distributed in a east-west alignment across the southern part of the parcel, and two areas of woodland and scrub, which also occupy the southern half of the parcel. There are a number of TPOs within and adjacent to the parcel, associated with boundary hedgerows and two individual trees. Infrastructure constraints include a high pressure gas main (ref: 1561 - Nantgarw/ Pentrebane [p2](HS103)) which runs broadly parallel to the power line, a medium pressure gas main which runs along Llantrisant Road, two water mains (one positioned beneath the Heol Isaf Llantrisant Road junction and another bisecting the site), and the aforementioned overhead power line (132KV).

3. **RELEVANT PLANNING HISTORY**

Site History

- 3.1 None.

Related History

- 3.2 Other current applications that fall within Strategic Site C include:

14/02188/MJR – Land South of Pentrebane Road.

Up to 290 residential dwellings (C3), open space (including children's play space), landscaping, sustainable urban drainage, vehicular access, pedestrian and cycle accesses and related infrastructure and engineering works

14/02733/MJR – North West Cardiff

Residential-led mixed use development for up to 5,970 residential units (use class C3, including affordable homes); 3 no. Local centres providing residential units, convenience shops and facilities/services (including up to 7,900 sq m in use classes A1-A3) and 1no. District centre providing residential units, up to

12,000 sq m in use classes A1-A3 including a food store (up to 5,000 sq m gross) with associated parking, up to 15,500 sq m of use class B1(a), B1(b) and B1(c) and up to 2,865 sq m of community and healthcare facilities (use classes D1 and D2); provision for 3no. Primary schools and 1no. Secondary school; open space including allotments; parks; natural and semi natural green space; amenity green spaces; facilities for children and young people; outdoor sports provision including playing pitches; associated infrastructure and engineering works including new vehicular accesses, improvement works to the existing highway network, new roads, footpaths/cycleways, a reserved strategic transport corridor; up to 1 no. Electricity primary-substation and landscaping works (including suds).

- 3.3 The following current application forms part of Strategic Site D, located to the west of Strategic Site C, and is also accessed in part via Llantrisant Road:

14/00852/MJR – Land to the North of M4 J33

Comprehensive development to create a new community containing a range of new homes, including houses, apartments and some sheltered accommodation for the elderly (use classes c2 and c3); a park and ride facility and transport interchange or hub; community facilities including a new primary school and community centre (use class D1); a local centre including shops (use class A1), financial and professional (use class A2), food and drink (use class A3) and a clinic or surgery (use class d1); new offices, workshops, factories and warehouses (use classes B1, B2, B8), a network of open spaces including parkland, footpaths, sports pitches and areas for informal recreation
New roads, parking areas, accesses and paths; other ancillary uses and activities and requiring; site preparation, the installation or improvement of services and infrastructure; the creation of drainage channels; improvements/works to the highway network and other ancillary works and activities.

4. **POLICY FRAMEWORK**

Local Policy

- 4.1 **Cardiff Local Development Plan 2006-2026** (Adopted January 2016)

Key Policies:

KP1: LEVEL OF GROWTH

KP2: STRATEGIC SITES

KP2(C): NORTH WEST CARDIFF

KP4: MASTERPLANNING APPROACH

KP5: GOOD QUALITY AND SUSTAINABLE DESIGN

KP6: NEW INFRASTRUCTURE

KP7: PLANNING OBLIGATIONS

KP8: SUSTAINABLE TRANSPORT

KP12: WASTE

KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS

KP14: HEALTHY LIVING

KP15: CLIMATE CHANGE

KP16: GREEN INFRASTRUCTURE

KP17: BUILT HERITAGE

KP18: NATURAL RESOURCES

Detailed Policies:

H3: AFFORDABLE HOUSING

EN3: LANDSCAPE PROTECTION

EN5: DESIGNATED SITES

EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY

EN7: PRIORITY HABITATS AND SPECIES

EN8: TREES, WOODLANDS AND HEDGEROWS

EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT

EN10: WATER SENSITIVE DESIGN

EN11: PROTECTION OF WATER RESOURCES

EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION

EN14: FLOOD RISK

T1: WALKING AND CYCLING

T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS

T3: TRANSPORT INTERCHANGES

T5: MANAGING TRANSPORT IMPACTS

T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES

T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE

T9: CARDIFF CITY REGION 'METRO' NETWORK

C1: COMMUNITY FACILITIES

C3: COMMUNITY SAFETY/ CREATING SAFE ENVIRONMENTS

C4: PROTECTION OF OPEN SPACE

C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT

C6: HEALTH

C7: PLANNING FOR SCHOOLS

W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

- 4.2 The application site falls within Cardiff's settlement boundary, as identified on the adopted Cardiff LDP Proposals Map, and forms part of Strategic Site 'C' – 'North-West Cardiff', allocated under policies KP2 and KP2(C) 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*'. The LDP notes that the overall capacity of the site is considered to be in the order of 6,500 – 7,000 dwellings, but that work undertaken to date suggests that a figure of 5,000 dwellings is appropriate to be delivered within the plan period (para 4.29). The LDP also notes that land North of the North West Cardiff site has the potential to provide a minimum of an extra 1,250 dwellings if required in the later phases of the plan, with a higher figure being possible (para 4.29).
- 4.3 The LDP Constraints Map does not identify any constraints within the application site, whilst the Proposals Map identifies Llantrisant Road as a Strategic Bus Corridor Enhancement route (policy T2).

- 4.4 Strategic Site C forms one of 3 strategic sites allocated in NW Cardiff with access off Llantrisant Road (A4119). Strategic Site D – ‘North of J33 on M4’ is allocated for a ‘mixed use of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site’, with potential for a further 1,250 dwellings as part of a ‘flexibility allowance’. Strategic Site E – ‘South of Creigiau’ – is allocated as a ‘housing-based scheme of approximately 650 homes representing a southern extension of the existing village’.
- 4.5 Relevant guidance:
 ‘Affordable Housing’ (March 2007), as amended by the Interim Planning Policy ‘Affordable Housing Delivery Statement’ (October 2010)
 ‘Community Facilities and Residential Development’ (March 2007)
 ‘Developer Contributions for School Facilities’ (March 2007)
 ‘Open Space’ (March 2008), including May 2015 update to S.106 Baseline Contribution Figure
 ‘Cardiff Liveable Design Guide’ (May 2015)
- National Planning Policy
- 4.6 Planning Policy Wales and the Wales Spatial Plan set out the land use policies of the Welsh Government. These are supplemented by a series of Technical Advice Notes and Circulars.
- Planning Policy Wales** (Edition 8, January 2016)
- 4.7 Section 1.2 explains that the purpose of the planning system is to manage the development and use of land in the public interest, contributing to the achievement of sustainable development. It notes that the planning system should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, and protecting natural resources and the historic environment. It recognises that a well-functioning planning system is fundamental for sustainable development.
- 4.8 PPW has been updated, amongst other things, to take into account the Well-being of Future Generations (Wales) Act 2015, and now includes information on the provisions of the Act, including the seven well-being goals designed to help ensure that public bodies are all working towards the same vision of a sustainable Wales and the sustainable development principle. This principle requires a defined public body to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 4.9 Paragraph 4.2.2 states that the planning system provides for a presumption in favour of sustainable development to ensure that social, economic and environmental issues are balanced and integrated, at the same time, by the decision-taker in taking decisions on individual planning applications. Paragraph 4.4.3 sets out sustainability objectives which reflect the Welsh Government's vision for sustainable development, which should be considered when determining planning applications.

Wales Spatial Plan (2008 update)

- 4.10 The plan sets out the Welsh Governments vision for spatial planning within Wales and sets out a strategic framework to guide future development and policy interventions. The plan sets out key issues and challenges facing Wales under 5 key themes – building sustainable communities, promoting an sustainable economy, valuing our environment, achieving sustainable accessibility and respecting distinctiveness. The plan divides Wales into six strategy areas of which Cardiff falls within the South East Wales – Capital Region. The plan recognises that the success of the region relies on Cardiff developing its capital functions in order for the area to work as a networked city region, to provide an appropriate quality of life for all and to be able to compete with comparable areas in the UK and EU for investment and growth. The vision recognises the key role that Cardiff plays. The plan identifies the area around Llantrisant and North West Cardiff as one of 3 Strategic Opportunity Areas in the South East Wales – Capital Region.

Technical Advice Notes (TANs) and Circulars

- 4.11 Key TANs and Circulars include:
- TAN 1: Joint Housing Land Availability Studies (2015):
 - TAN 2: Planning and Affordable Housing (2006)
 - TAN5: Nature Conservation and Planning (2009)
 - TAN 6: Planning For Sustainable Rural Communities (2010)
 - TAN 8: Renewable Energy (2005)
 - TAN 11: Noise (1997)
 - TAN 12: Design (2014)
 - TAN 15: Development and Flood Risk (2004)
 - TAN 16: Sport, Recreation and Open Space (2009)
 - TAN 18: Transport (2007)
 - TAN 21: Waste (2014)
 - TAN 22: Sustainable Buildings (2010)
 - Circular 16/94 'Planning Out Crime'
 - Circular 60/96 'Planning and the Historic Environment: Archaeology'
 - Circular 61/96 'Planning and the Historic Environment: Historic Buildings'
 - Circular 20/01 'Planning Controls for Hazardous Substances'
 - Circular 07/12 'The Town and Country Planning (Notification) (Wales) Direction 2012

5. INTERNAL CONSULTEE RESPONSES

- 5.1 The **Public Right of Way (PROW) Team** raised some initial concerns, but have no objection to the further information/ amended plans of September and October 2015, commenting as follows:
- (i) *the existing PROW network is disjointed along this section of Llantrisant Road and the development will create a more accessible connected network with the proposed footways and pedestrian crossings.*
 - (ii) *the alignment of Footpath 41, 42 and 47 appear not be affected and would, therefore, not require any diversions/extinguishments legal orders and connect well with the proposed footways.*
- General advice for the developers is provided (attached as an advisory notice).

- 5.2 The **Operational Manager, Parks and Sports** raised some initial concerns, but has no objection to the further information/ amended plans of September 2015, commenting as follows:

Provision of Open Space

- (i) *A development of 630 dwellings would generate an additional population of 1665 and a requirement for 4ha of recreational open space.*
- (ii) *The submitted plans broadly accord with previous submissions, detailed discussions and design development meetings. I have re assessed the on-site open space provision in relation to the following classifications:*

<i>Classification</i>	<i>Area (Ha)</i>
<i>Formal recreation</i>	<i>0.0</i>
<i>Informal recreational open space (including play)</i>	<i>4.88</i>
<i>Incidental open space</i>	<i>1.9</i>
<i>SUDS and water features</i>	<i>1.01</i>

- (iii) *It should be noted that the above classifications are based on the stated design intentions and the illustrative plans provided and both the areas and classifications will be reviewed as more detail is provided as part of future reserved matters applications. Should there be significant change to the layout and distribution of the on-site open space or following detailed design and/or it is found to be adversely affected by changes of level then the areas will be re-classified and re-calculated accordingly and any subsequent shortfall of recreational open space will require payment of an off-site contribution to be determined by the formulae in the Open Spaces SPG applicable at the time.*
- (iv) *It should also be noted that the classifications differ from those set out in paragraphs 4.45-4.49 of the Planning Statement Addendum as we have considered many of the areas as multifunctional open space rather than specific elements making up the space.*
- (v) *Based on this assessment there is a general overprovision of open space against the required standard, although there is a significant over allocation of informal space with no provision of formal recreation facilities. However, it is understood that the formal provision is to be provided as part of the wider Plasdwr development. Subsequent applications relating to the wider development will need to take into consideration the early application sites in determining the overall requirement for formal recreation provision.*
- (vi) *Although there is no formal requirement for an off-site contribution in lieu of on-site provision as advised in earlier comments Parks have been advised that Radyr Cricket Club is receiving increasing demand as a result of increasing population growth in Radyr resulting in a need for additional changing rooms for both juniors and seniors. Therefore a S106 contribution for this purpose is likely to be supported in the event that any short-fall is identified in the future.*
- (vii) *In the event that the Council is minded to approve the application, I assume it will be necessary for the applicant and the Council to enter into a Section 106 Agreement to secure the delivery and long term maintenance and management of the on-site open space and water*

features and any payments for off-site facilities should they be required or agreed.

Design of the Northern Parcel

- (i) Whilst the supporting documentation states that the LEAP play spaces will be a minimum of 0.2 ha in size the illustrative masterplan still shows them significantly smaller than this minimum. This will need to be addressed in future reserved matters applications. Ideally this space should be further enlarged beyond the 0.2ha minimum to create a meaningful area of space close to the centre of this portion of the development as the only other available open space is on the other side of Llantrisant Road.*
- (ii) I still have concerns about the usefulness of the sloping spaces either side of the access road as recreational open space, the detail design of these areas will need to be considered during reserved matters applications.*
- (iii) Many of the small open spaces on this side of this development have been classed as incidental open space as they provide little direct recreational value.*

Design of the Southern Parcel

- (i) Previous comments have addressed the linear nature of much of the open space on this portion of the development and whilst this is accepted in the context of the developments nature as an entrance to the wider Plasdwr development, it is still of some concern that the request for at least 1 area of relatively level open space that can be used for active recreation open space of at least 60x40m has been addressed by a token 40x25m area identified adjacent the school. This is still an issue that should be addressed during a future reserved matters application to achieve a reasonably sized area.*
- (ii) Detailed design of the SUDS facilities is crucial to the success of the open spaces I am given some confidence by the design intentions stated in the GIMS but await the detailed design proposals to be submitted with future reserved matters applications.*
- (iii) I concur with the ecologists comments re the dark corridors.*

Design of Llantrisant Road

- (i) I concur with the tree officers comments in relation to the street tree planting, however where space allows, consideration should be given to the inclusion of more broadly spreading forms of the species suggested in keeping with the existing character of the area to provide variety and legibility in the street scape, for example at entrances and junctions.*
- (ii) The intention for adoption of street trees and any associated soft landscaping through S278/S38 agreements associated with the development needs to be clarified. Is the developer's intention to offer these for adoption by the authority as part of the highway adoption or to be maintained under an S142 by a management company or land trust?*

Green Infrastructure Management Strategy

- (i) Generally happy with the heads of terms of the submitted GIMS and the intention to develop a long term management plan and regime for the on-site open spaces. Details will need to be provided as part of any*

future reserved matters applications and should be dealt with as a single entity rather than split if there are several subsequent applications for separate development parcels

- (ii) Section F3.1.11 suggests that responsibility beyond the 5-year construction phase has yet to be determined and that responsibility may rest with the Council or a management company. It is unclear whether the intention is to offer the land for adoption or for the maintenance and management to be carried out by the Council on behalf of the developer. However, given that the aspiration appears to be the establishment of a land trust for the long term management and maintenance of the whole of the Plasdwr development, as detailed in paragraphs 2.3 & 2.4 of the Planning Statement Addendum, my assumption would be that the land wouldn't be offered for adoption. In this case a commercial arrangement between the developer and the council may be more appropriate than a financial contribution.*
- (iii) A condition securing the long term management and maintenance of the development by whatever means should be included.*
- (iv) I agree with the tree officers comments in relation to the submitted GIMS which should comply with the approved Arboricultural Method Statement, Tree Protection Plan, Landscaping plans and specifications, and Soil Resource Plan.*

Conditions – A general landscape condition is recommended, with detailed advice provided on the information required to be submitted. It is advised that reference should be made to the Soil Resource Survey (SRS) and Plan (SRP) when designing the soft landscape elements.

- 5.3 The **Council's Ecologist**, in responding to the *initial* submission, confirmed that sufficient desk to survey and field survey information has been provided to allow the assessment of the ecological impact, and that they support the methodology used in the assessment, and the undertaking to produce an Ecological Construction Method Statement and an Ecology Management Plan. However, a concern raised was that, given the pressures from nearby housing, the retention of hedgerows would be unlikely to be successful in retaining the biodiversity value they support, and that rather than attempting to retain a tenuous and vulnerable network of hedgerows, it would be better to form robust and strategic corridors of habitat able to withstand development pressures, with the suggestion that such a robust corridor could be established along the southern and eastern edge of the southern parcel. The need for appropriate mitigation, with opportunities to be taken to manage grassland habitat were identified. The Ecologist also recommended that opportunities be taken to allow wildflowers to develop to promote pollinators and that enhancement measures are proposed, specifically with nesting/roosting opportunities built into new build. Conditions were recommended to require a lighting strategy for bats, to protect nesting birds from harm during construction and to require repeat ecological surveys, where necessary, if site clearance does not commence within 2 years from the date of the more recent surveys for bats and/or reptiles. It is noted that their comments contribute to the Authority's discharge of its duties under Section 40 of the Natural Environment and Rural Communities Act 2006.

5.4 Further to the submission of the September and October 2015 further information/ amended plans, the Council's Ecologist has no objection and provides the following advice:

- (i) *I am generally happy with the Green Infrastructure Strategy Heads of Terms and agree that a GIMS should be secured by planning condition on the basis of these Heads of Terms.*
- (ii) *Following clarification, I am satisfied that impacts upon hedgerows on the site have been adequately mitigated.*
- (iii) *F3.4.15 of the GIMS Heads of Terms states that 'The number, type and location of bird boxes shall be specified and illustrated on a plan'. This statement should be extended to include bat boxes, and also to include features in addition to 'boxes', such as bat tiles/bricks, and House Martin cups. It is further stated that these will target '...those species identified through the baseline investigations that can co-exist in a suburban setting.' I would not limit the provision of these measures to those species which were observed during the ecological survey work, but would instead include all of the species or species groups in the table in this section. This would represent a biodiversity enhancement which would be in compliance with sustainable development principles.*
- (iv) *F3.5.16 of the GIMS Heads of Terms refers to a 'dark zone' and 'dark corridor'. I am not clear on the distinction between these two, but for the avoidance of doubt, the purpose of a dark area across the southern boundary of the site is to allow free movement of light-sensitive animal species, such as certain bats. Therefore this darkened area should extend across the whole of the southern site, from the south-western corner below the school, to the Llantrisant Road. Depending on the definition of the 'dark corridor' (relative to the 'dark zone'), the dark corridor should extend across the whole of the southern boundary of the site, from west to east, and be at least 30m wide along its length.*
- (v) *I welcome the undertaking in F3.4.16 to minimise light spill onto habitats generally across the whole site. Whilst I recognise that the whole of the application site cannot be a 'dark zone' for bats, nonetheless consideration should be given to minimising light spillage onto semi-natural habitats, and to using luminaires which are less disruptive to bat populations, at every opportunity.*
- (vi) *The proposed principles of a lighting strategy in K12.16 to K12.19 of the draft GI commentary and F3.4.16 to F3.4.18 of the GIMS Heads of Terms, are welcomed, however we should be assured that Cardiff Council officers with responsibility for design and installation of street lighting will accept these principles and subsequently implement them. Without this assurance, we cannot be confident that the lighting strategy will be effective.*
- (vii) *F3.3.1 of the GIMS Heads of Terms refers to the proposal to produce an Ecological Construction Method Statement, and this should be secured by planning condition. I support the proposed inclusion of the specific habitat and species protection measures set out in F6.9 to F6.14 of the original ES, as amended by the Additional Information. This section of the ES includes measures to avoid harm to nesting birds during*

construction, so my earlier suggestion of a nesting birds condition is no longer relevant.

(viii) I have no comments on the new highways layout drawings.

- 5.5 The **Council's Tree Preservation Officer** in responding to the *initial* submission, advised that a Soils Resource Survey (SRS) and Plan (SRP) should be prepared and used to inform the landscaping, tree protection, ecology and SUDs strategies, that a more detailed upfront landscaping strategy should be prepared with detailed advice provided in relation to tree planting, avoiding conflict with services, ecotones, and new tree planting. Concerns were expressed over the long term viability of retained trees and hedgerows bounding back to back gardens, with advice that they should be designed with substantial ecotones and the 'green corridors' substantially strengthened.
- 5.6 The Council's Tree Preservation Officer has no objection to the further information / amended plans submitted in September 2015, subject to conditions requiring: a landscaping scheme for the new accesses and future Reserved Matters applications; the preparation of tree reports (Arboricultural Impact Assessment, Arboricultural Method Statement, Tree Protection Plan) to support both the access landscaping condition and subsequent Reserved Matters applications, and the preparation of a Soils Resource Survey and Plan to inform the detailed landscaping schemes. Detailed advice is also provided in respect of the avenue of trees proposed along Llantrisant Road (appropriate species, size, minimum target root available soil volume). It is also noted that the submitted Green Infrastructure Management Strategy should allow for compliance with the approved Arboricultural Method Statement, Tree Protection Plan, Landscaping plans and specifications, and Soil Resource Plan. The Tree Preservation Officer confirmed he had no further observations to make in respect of the further information/ amended plans of October 2015.
- 5.7 The **Director of Communities, Housing & Customer Services** provides the following comments in respect of the Applicant's offer of an affordable housing contribution of 15% on-site (split 50:50 in favour of intermediate rented housing with Low Cost Home Ownership (LCHO) at 70% market value), following consideration of viability.

On this application, Communities & Housing are seeking affordable housing contribution of 30% on this greenfield site, as it is suitable for affordable housing. Our priority is to deliver on-site affordable housing, in the form of affordable rented accommodation.

However the above offer is not wholly acceptable to Communities & Housing, for the following reasons:

- (i) We have concerns surrounding the affordability of the LCHO units at 70% market value and are of the opinion that these units should be delivered at 65% market value to enable 1st time buyers the opportunity to purchase on a shared equity basis.*
- (ii) In terms of delivery, the LCHO units will be delivered by the Council and the intermediate rented housing units will be delivered by a Registered Social Landlord (RSL) at the following payment amounts:*

1 bed flat	£60,000
2 bed flat	£77,548
2 bed house	£89,829
3 bed house	£110,000

The intermediate rented units need to meet both Welsh Government Development Quality Requirements (DQR) & the Welsh Housing Quality Standard (WHQS). These units would be allocated to applicants on the common waiting list.

- (iii) *The reason for the viability issue on this site is due to the amount of infrastructure being delivered and this has impacted adversely on the affordable housing. We would expect that this to be redressed on the other sites so that the full policy requirement (30%) is secured on the strategic site as a whole, when it comes forward, given the large reduction in the affordable housing contribution on this application.*

For clarification, if there are any roads or public open space/realm/green infrastructure within the site that will not be adopted (i.e. privately managed), then neither the RSL nor their tenants will be able to make additional contributions to the management of these aspects of the scheme. The prices to be paid relate solely to the purchase of the completed affordable units, including finishes to the external garden/communal space within property curtilages.

In terms of delivery triggers we would expect the commencement of the construction of the Affordable Housing Units takes place before the date on which 50% of the Market Housing Units are completed and complete construction of the Affordable Housing before the date on which 80% of the Market Housing Units are completed in each phase, unless otherwise agreed with the Council.

5.8 The Director of **Education and Lifelong Learning** provides the following comments:

- (i) the *calculated* SPG contribution towards education provision, in accordance with the Council's SPG and based on 19 non-qualifying apartments and 611 qualifying houses, is **£6,297,537** in total, broken down as follows: £1,571,648 towards the provision of additional English-medium primary school places, £1,494,718 towards the provision of additional English-medium secondary school and sixth form places, £392,912 towards the provision of additional Welsh-medium primary school places, £373,679 towards the provision of additional Welsh-medium secondary school and sixth form places, and £1,332,411.64 towards the cost of primary school land and £1,132,138 towards the cost of secondary school land.
- (ii) the *context to the requested* contribution is as follows: It is understood that a site has been set aside to accommodate a 2 Form Entry primary school to serve the needs arising from the development and to serve part of the

larger strategic site of which this development forms an early phase. The site measures c13,750m², compared to the range of 18,399m² to 21,458m² for a 2FE primary school with nursery on an unconfined site with on-site pitches (as set out in Building Bulletin 99). The Council's position on requiring strategic greenfield sites to provide schools that meet the requirements of the Building Bulletin 99 guidance is set out in its Infrastructure Plan. In order to provide a suitable site for a 2FE primary school the Council normally requests the mean size of site required for an unconfined 2 Form entry school site with on-site pitch provision, as set out in BB99, of 19,928m² (the size range being 18,399 m² – 21,458m²). It is understood that the site would accommodate a playing field within the school site. The site proposed is under sized owing to the particularities specific to its location in close proximity to a gas main. The developer has also indicated that a two storey building would be provided based on the constraints of the site and has confirmed that this does not seek to set a precedent throughout the wider strategic scheme. As a consequence of such a design the school would be built as a single phase. The Council accepts in principle a two storey school on a 1.4 Ha site in light of these constraints and subject to conditions that mitigate the impact of this reduced site size, but in no way accepts this as setting a precedent for any future school sites. Provision to meet the yield of secondary school and sixth form age pupils has not been suggested on the development site but is indicated as part of a larger strategic scheme (14/2733/MJR) on an adjacent site

- (iii) *the Council's preferred strategy to reasonably meet the need arising from the development is as follows:*

Primary School Age Pupils

- *A 2 Form Entry primary school incorporating 48 FTE nursery places is requested, to accommodate the yield of 189 primary age pupils from the proposed development and to contribute 231 places towards meeting the yield from the later phases of the larger strategic scheme (14/2733/MJR).*
- *A land contribution of c13,750m² is requested, to accommodate a 2FE primary school serving the yield of 189 primary age pupils from the proposed development and to contribute towards meeting the yield from the later phases of the larger strategic scheme (14/2733/MJR).*

As a condition of accepting this school and site, it is requested that:

- *the school site size must therefore be no less than 1.35Ha;*
- *that the two form entry (420 place) primary school provided includes a 48 (full time) place nursery that school building(s) must meet the requirements of Building Bulletin (BB) 99*
- *that, as compensation for the reduced site being significantly below the BB99 mean site size for unconfined sites, an all-weather synthetic grass pitch of no less than 3,200m² is provided.*
- *that the school meets the relevant Employers requirements of the Council.*

A new 2FE school would sufficiently meet the needs of the proposed

development and would also provide sufficient surplus capacity to meet the projected demand from the Pentrebane site and / or part of the North West Cardiff site (in the event that both are approved and proceed).

Phasing – Primary

It is requested that the primary school site and infrastructure is secured at an early stage of the development. There is insufficient accommodation within nearby primary schools to accommodate additional pupils. It is acknowledged that the provision of contributions towards primary education are in excess of that merited from the yield; however, it is anticipated that this will balance with reduced primary school contributions to be sought from other applications...

Secondary School and Sixth Form Age Pupils

- *It is proposed that the yield of 93 additional English-medium secondary school and sixth form pupils be accommodated in a new-build secondary school on the strategic site (14/2733/MJR).*
- *Contributions towards the building of additional English-medium secondary school and sixth form places and purchase of land calculated in accordance with the SPG as indicated.*
- *A financial contribution of towards the purchase of 6,109m² is therefore requested, calculated pro rata to a 1,500 place secondary school site, to accommodate the yield of 93 English-medium secondary and sixth form age pupils.*
- *It is proposed that the yield of 23 additional Welsh-medium secondary school and sixth form pupils may also be accommodated on an existing school site; however, it would be necessary to either expand an existing site and provide alternative playing field provision elsewhere or to contribute towards the purchase of a new site which would not be within the development site.*
- *Contributions towards the building of additional Welsh-medium secondary school and sixth form places and purchase of land calculated in accordance with the SPG as indicated.*
- *A financial contribution of towards the purchase of 1,527m² is therefore requested, calculated pro rata to a 1,500 place secondary school site, to accommodate the yield of 23 Welsh-medium secondary and sixth form age pupils.*
- *The combined calculated contributions towards secondary education are set out in Table 1 (overleaf), and total £1,868,397 towards additional places and £1,132,138 towards purchase of the combined 7,636m².*

Advice was also provided in respect of phasing of secondary provision.

The table below sets out the Council's valuation of the contributions calculated compared to the school and site suggested.

Table 1: Council's valuation of calculated / suggested contributions		
	Council request (calculation based on SPG, to meet yield from 630 dwellings)	Developer contribution - as outlined
Primary – financial / building contribution	£1,964,560.52	2FE primary school & 48FTE nursery
Secondary / sixth form – financial / building contribution	£1,868,397.00	£0.00
Primary – land	0.90 Ha / 2.22 acres	1.375 Ha / 3.40 acres
Secondary / sixth form – land	0.79 Ha/ 1.89 acres	N/a
Valuation		
Primary – financial / building contribution	£1,964,560.52	Value of £4,854,096.00*
Secondary / sixth form – financial / building contribution	£1,868,397.00	£TBC
Primary – land**	£1,332,441.64	£2,038,619.00
Secondary / sixth form – land**	£1,132,138	£TBC
Total calculated value	£6,297,537.16	£6,892,715 plus secondary / sixth form contributions

Land calculations pro-rata to 2FE primary and 1,500 place secondary school

*The developer contribution cost is calculated as set out in the SPG and represents 468 places (2FE and 48 Full Time Equivalent nursery places) built at a cost of £10,372 per place.

Assumed land valuation of **£600,000 per acre / £1,482,630 per hectare

5.9 **Neighbourhood Regeneration** initially advised that onsite community provision is essential in providing for future residents and requested that the developer provide an independently accessible community space within the proposed primary school to be managed as part of the school building, with land for this facility and financial contribution to pay for this building and its fit out to be provided as part of the financial contribution from the developer in line with the SPG. Subsequent advice indicated that they were happy for a financial contribution to be made to offsite community facilities, including the improvement of community facilities in Radyr ward which could include the Old Church Rooms, or towards the proposed community hub within the adjacent development (application 14/02733MJR) or the upgrading of Fairwater Leisure Centre.

5.10 Further to the September 2015 further information/amended plans submission, which included on site community facilities in the form of the 600m2 community centre and the future use of the visitor centre as a community centre, Neighbourhood Regeneration advised:

- (i) they would be happy for the visitor centre to be used as a community centre in the future, so long as the developer can arrange for someone to run it. They confirm their priority is for community provision to be focussed in the proposed district centre, but that if this is additional to this, then in principle it would be acceptable.
- (ii) with regards the proposed 600m² community centre, they advise that, as a rough idea, they would look for the provision of one main space of approximately 250m², a smaller hall of approximately 100m², a kitchen, toilets and any necessary office space. They expect the developer to prepare an initial plan to enable an acceptable design with exact specifications to be agreed, noting that car parking would be subject to consultation with Highways and current parking standards. If the community centre is to be attached to the primary school, they expect the building to be built to the latest 'building bulletin' standards, in line with the standards for all education buildings, and recommend a condition to this effect.
- (iii) the Council is not in a position to manage any new facilities, noting it is up to the developer to make arrangements for this and advise the Council on how community buildings are to be run/owned (e.g. negotiating with housing associations and community organisations). They note that if the larger community centre is to be built as part of the primary school (in addition to the space agreed for the school), the school may be able to partly manage it, but if (as in the latest amendments) it is a separate building, then this seems unlikely.

5.11 **Pollution Control (Contaminated Land)** has no objection. They note that the site has been, and is, predominately agricultural land, and advise that their records indicate that the conclusion drawn - that there is little or no evidence of previous uses which may lead to sources of contamination within the site boundaries - is correct. Whilst it is noted that there are two areas of playing fields associated with Radyr Comprehensive School which are believed to be in filled, following a cut and fill exercise during the development of a school, they advise that the contamination risk and ground risks to the development are unlikely to be significant. Noting that historical practices on agricultural land, such as sheep dipping, sewage sludge spreading, use of herbicides etc can lead to contamination issues being present, a condition to deal with unsuspected contamination is recommended, alongside standard conditions relating to the control over imported soil and aggregates. Further to the September further information/ amended plans consultation, they confirm that they have no additional comments to make.

5.12 **Pollution Control (Noise and Air)** provided the following initial advice in respect of air quality:

This application cannot just be considered in isolation, but must be considered with regard to its potential for cumulative impacts when combined with the rest of strategic site C (North West Cardiff) and sites D (North of Junction 33 of the M4) and E (South of Creigiau). In general, I am in agreement with the Air Quality Chapter's assessment of likely construction impacts and the developer should be encouraged to adopt the mitigation measures detailed to minimise the impact of this upon existing local residents and residents who take

possession of the premises on the site before development is complete.

I am satisfied with regard to the methodology adopted for the residual impact of the proposed development upon local air quality. However, I have a number of reservations with regard to the specifics and assumptions that have been made with regard to road traffic emission inputs to the computer modelling:

- 1. The "Cumulative and Residual" Chapter of the Environment Statement refers to the use of high density transport modes (cycling, walking, public transport) to reduce the potential cumulative road traffic impact of the development upon Llantrisant Road. Provision of viable facilities will need to precede, or proceed in tandem with, the development.*
- 2. The "Cumulative and Residual" Chapter of the Environment Statement refers to smoothing the traffic flow through the Llandaff AQMA. It is not stated how this will be achieved given the narrow nature of Cardiff Road through Llandaff and the flow-restriction imposed by the light-controlled junction at Fairwater Road.*
- 3. The "Cumulative and Residual" Chapter of the Environment Statement restates the Council's assessment that a 50:50 modal split with regard to passenger transport is essential to accommodate the additional peak-hour travel demand generated by the developments. That this will be achieved appears to have been assumed as part of the input to the air quality modelling. It would help inform and provide reassurance with regard to the sensitivity of local air quality if a range of modal splits were included in the modelling.*
- 4. It has been assumed that that traffic restrictions and demand management will successfully fetter vehicle flows through the Llandaff AQMA to current levels.*
- 5. The "Cumulative and Residual" Chapter of the Environment Statement refers to traffic restrictions/gaiting at key points on the local road network which have yet to be agreed. There is therefore uncertainty as to the location and capacity of these traffic restrictions and has been no assessment as to the impact on air quality of potentially increased queuing in the immediate vicinity of these gaiting points. This is particularly relevant where there is residential accommodation nearby.*

The Environment Act 1990 places a statutory duty upon the Council to review and assess Air Quality in its area and to take action to address breaches of National Air Quality Standards where these occur. This development, together with the cumulative impact from the aforementioned two other developments will place a significant additional burden upon the Council in terms of monitoring the impact of the developments both in the vicinity of the individual developments and wider afield, including within the Llandaff AQMA. This additional burden could be significant when considered over a number of years. I therefore recommend that the developer make a contribution under Section 106 towards the additional costs that the Council will incur and that this should amount to £3250 in this case.

- 5.13 Further to the further information/amended plans of September 2015, Pollution Control (Noise and Air) advise that they have no further comments in respect of air quality matters. Conditions are recommended to require sound insulation

measures to protect against road traffic noise, and to control noise from community facilities and school buildings (outside of hours 08:00 – 18:00 Monday to Fridays and 08:00 – 13:00 on Sundays), delivery times (outside of the hours of 07:00 – 18:00 daily), building services plant noise (not exceeding background +0dB(A) at any residential property, kitchen extraction, construction site noise and vibration, and floodlighting. Advisory notices are recommended relating to noise affecting school buildings and illuminated advertisements.

- 5.14 **Drainage Services** advise that the drainage proposals are acceptable in principle, subject to a condition to require approval of a full and detailed drainage scheme. With respect to future management, it is advised that the developer liaise with the Land Drainage Authority to assess the potential adoption of SUDS systems, potentially under a form of commuted sum. They also advise that they would welcome an alternative option of some form of 'land trust' to manage the SUDS system if feasible for this development. With regards the attenuation feature proposed for the northern parcel, they advise that they have no issue with it so long as the related design calculations and associated design are forthcoming, noting that they cannot agree to discharge drainage conditions until such time as the applicant supplies the calculations to the greenfield run off rates supplied in the initial documentation. Drainage Services also agreed with NRW that a hydrological risk assessment should be required by condition to be undertaken prior to the commencement of works.
- 5.15 In respect of the September 2015 further information/ amended plans, Drainage Services confirm that the principles for the drainage and surface water management are acceptable, noting that the use of cascades for feature surface water run-off is very welcome, emphasising the environmental and amenity gain of such surface water design proposals. They advise they would like to see more detail on the designs for the infiltration basins, both in terms of more detailed soil analysis and contouring, noting also that the depth and slope designs around all the proposed surface water attenuation features requires more design detail, particularly in terms of safety and maintenance. With respect to potential adoption of SUDS, they confirm that the Council is not currently in a position to manage such large additional infrastructure. Notwithstanding this, they confirm the need to look at the more detailed designs, to ensure that the maintenance is manageable for whoever takes on this responsibility.
- 5.16 **Waste Management** advised that a site waste management plan be implemented to reduce environmental impacts of construction waste (now considered to be best practice) and that funding will be sought for all bins on site (not just communal). Detailed advice was given in respect of responsibilities for waste management, design requirements in respect of bin stores and accommodating refuse vehicles, refuse requirements for domestic waste (flats and houses) and commercial waste, expectations in respect of litter bins.
- 5.17 Further to consultation on further information/ amended plans of September 2015, Waste Management confirm their request for s106 contributions towards

the cost of bins, comprising 20 x freestanding bins @ £117 per unit (£2340), bins for each house at a cost of £50 per house, and bins for every 10 flats at £805 + VAT.

- 5.18 The **Council's Access Officer** has been consulted and any comments received will be reported to Planning Committee.
- 5.19 The **Operational Manager Transportation** provides the following advice on the amended application:

Heol Isaf / Llantrisant Road / Site Access Signalised Junction

The Council's requirements in relation to this junction are consistent with the objectives of encouraging sustainable transport, effecting modal shift and managing the highway network. As such revised layout plans have been put forward which seek to ensure safe vehicular access to the site that does not unreasonably restrict the flow of traffic on the adjoining highway network.

The current arrangement seeks to ensure that the bus is more attractive through the introduction of an additional westbound lane on Llantrisant Road and widening on Heol Isaf to provide two lanes merging for vehicles turning right, together with two lanes exiting Heol Isaf (one of which provides a left turn lane). These improvements assist in reducing vehicle queue lengths, such that buses will be able to operate reliably and to timetable. This approach is crucial to reducing car dependency, improving accessibility and effecting modal shift.

It is therefore considered that the currently proposed signalised junction strikes a balance between providing a reasonable level of access for general traffic and making sustainable travel an attractive alternative to private car travel.

The traffic modelling accompanying the current proposal is based on a fettered flow scenario. The accompanying Technical Note includes a Linsig assessment of the revised layout and sets out the degree of saturation (Dos) and predicted queue that would likely occur as a result of the development. This demonstrates that during the AM and PM peak periods, the proposal does not cause unacceptable queuing on Heol Isaf or cause excessive queuing and delay for westbound buses on the A4119 Llantrisant Road. This scenario is based upon an 'all red' pedestrian stage being called upon every other cycle.

Whilst there may be some inconvenience to pedestrians and cyclists caused by the 'all red' being called upon every other cycle, it is considered that the crossing facilities are the best which can be achieved in this instance given the scale of development and the function of the A4119 main strategic highway corridor and that the resulting inconvenience would not warrant an objection.

The traffic flows for these parcels of development are accepted as being representative of the proposals that have been put forward within this application. The cumulative impact has been considered in terms of the improvements to the Heol Isaf / Llantrisant Road Junction. Officers have previously stated that the full demand assumptions will be required to be revisited when the remainder of Strategic Site C is considered in full (which may

necessitate additional mitigation measures.

Site Access on the Southern Side of Llantrisant Road between Heol Isaf and Waterhall Road

Discussions have taken place with officers and the developer's Transport Consultant in order to address concerns relating to vehicles performing 'right turning' manoeuvres when exiting the site onto Llantrisant Road, conflict with the Petrol Filling Station (PFS) opposite and potential for conflict with pedestrians and cyclists. The predicted two way flows on Llantrisant Road are such that there would unlikely have been opportunities for these vehicles to exit safely from the non-priority arm at certain times of the day.

The work that has taken place since these concerns were raised has resulted in a proposal being put forward comprising of a tabled roundabout and zebra crossing facility at this location in order to overcome the Council's concerns. An 'Arcady' traffic modelling assessment, and Autotrack analysis has also been submitted for consideration by officers at the location of the PFS / east access. The principle of this arrangement at this location has been accepted by officers as representing a workable solution, on the basis that the number of properties to be accessed off this point is restricted to 150 dwellings.

Site Access points on the Northern Side of Llantrisant Road between Clos Parc Radyr and Heol Isaf

The two junctions to the west side of Heol Isaf on Llantrisant Road have been accepted in principle subject to the detailed design being approved through a S278 Agreement and associated Technical Approval Process, together with a limit to the level of the development which could be accessed through these routes. This is given on the basis that queuing will not be such that it interferes with visibility for vehicles exiting and there would be opportunities for vehicles to clear the junction within acceptable gaps in the flowing traffic.

Whilst the developer is not seeking detailed permission for the proposed shared surface street, a condition is recommended to ensure that the proposed number of dwellings (15-20) that would be served from it is not exceeded.

Llantrisant Road Proposals

The amended proposals along Llantrisant Road that have been submitted and for which detailed permission is sought reflect discussions that have been held over a number of months between the developer team and Council officers.

The new proposals include an inbound bus lane along Llantrisant Road, dedicated cycle and pedestrian routes (shared and segregated), controlled crossing points and the provision of a 6.3 metre wide (minimum) carriageway, which are as set out on drawing no's. W141304_100 to 107. The principle of this arrangement has been accepted by officers.

The new proposals also include a shared surface (for pedestrians, cyclists and vehicles) of up to 6 metres (minimum width of 4.5 metres) running parallel with

Llantrisant Road along the frontage of the Northern parcel. Whilst the principle of this layout is also accepted, it is understood that the detail of this arrangement will be determined at a later stage through a reserved matters application.

Pedestrian and Cycle Improvements within the site

Within the site, although subject to a reserved matters application the main pedestrian and cycle routes are secured via the amended parameter plans and these will ensure that legible routes are provided within the layout which will link into the wider Strategic Site C when this comes forward.

The cycle route that runs adjacent to and on either side of the spine road within the southern parcel will be segregated in accordance with those principles that have been established for all of the major Strategic Sites.

Stage 1 Road Safety Audit

A Road Safety Audit has been submitted for both iterations of the revised highway layout plans, in order to re-assess the arrangement and take account of the changes that have arisen through the design process. Both Road Safety Audits have been reviewed by officers and it is the Council's view that those matters that relate specifically to the detailed design can be addressed through the S278 Technical Approval Process and subsequent Road Safety Audits.

Legal Agreements

The highway layout plans for which detailed planning permission is sought are accepted in principle, with detail to be addressed through the Technical Approval Process which is associated with such works being implemented by way of a S278 Agreement.

Conclusion

Having reviewed the submitted Transport Assessment and Technical Notes, it is considered that the traffic flows and traffic modelling for this site, i.e. the transport impact for this scale of development (up to 630 dwellings) has been adequately addressed and that the proposed mitigation is sufficient to enable the proposal to come forward. The current proposals have considered the cumulative impact in terms of the improvements to the Heol Isaf / Llantrisant Road Junction. This conclusion does not prejudice delivery of the remainder of this strategic site or any of the other strategic sites along the North West corridor and which are included within the Local Development Plan.

Responses to Third Party Objections

Traffic Impact / Congestion

As included within my Transport comments above for the purpose of this application the traffic flows and modelling have been fully considered by Transport Officers and as such it is considered that the impact has been adequately assessed. The proposed mitigation is therefore accepted together with those conditions and S106 matters stipulated. The Authority has secured what it considers to be an appropriate level of mitigation for the scale of development. The sustainable transport measures which will be provided or

secured will provide a significant contribution to measures along the NW corridor.

The proposal is for the first phase of Strategic Site C and as such is being considered in a strategic context across the North West Transport Corridor in order to minimise impact and promote a step change in travel behaviour.

Holding of Traffic

There is a signalised junction proposed at the junction of Heol Isaf / Llantrisant Road which forms part of this application. It is not intended that traffic will be held longer than is necessary. The junction will operate in the usual optimised manner with an 'all red' phase only when the pedestrian crossing is 'called'. As such no 'gating' is proposed along Llantrisant Road.

The Highway Authority manages the local transport network on a daily basis, the decisions on operational efficiency are made for the overall benefit of the Cardiff area. There are a number of schemes to reduce congestion into the city and further measures are being developed. The A4119 route will be designed to improve priority for bus services, this is in line with promoting a reduction in car use overall on the highway network.

Heol Isaf / Llantrisant Road – Proposed New Signalised Junction

The application will result in a complete re-design of this junction. The proposals include full signalisation, provision of additional traffic lanes on Llantrisant Road and Heol Isaf, cycle lanes and priority measures for buses. Reference is made in my comments above in terms of its operation, i.e. being fit for purpose.

Modal Split / Shift (50:50)

The focus of the Major Strategic Sites and this early application is to encourage a modal shift not only for new residents but also those that are existing. Therefore, by providing the necessary transport infrastructure and quality bus service provision it is envisaged that some of the problems currently experienced in terms of the existing road network could be overcome once these improvements and measures are in place. The Council will secure financial contributions (via a S106 Agreement), together with appropriately worded conditions in order to ensure that the necessary levels of transport infrastructure and bus service provision are delivered as part of this development coming forward.

The 50:50 modal split is a target average across the city and is not set on an area by area basis.

Heol Isaf Concerns

The proposed measures along Heol Isaf include traffic calming and features to create an improved environment for pedestrians and cyclists. This is considered to discourage the use of the route as a 'rat run' as far as possible without making the route impermeable by car altogether.

Existing Cul-de-Sac Concerns

The submitted Access Parameter Plans make provision for a potential footpath / cycleway link adjacent to Vista Rise between points 1 and 2.

It is also proposed that provision should be made for a future footpath / cycleway link from a point between point 3 and 4 in order to access land to the south of the application site. In addition, provision is made for at least one future vehicular, footpath and cycleway link to land south of the application site from a point between points D and E. These future potential links proposed under this application are to the adjoining land which forms part of application 14/02733/MJR and not to the adjoining existing residential areas, which will be considered under application 14/02733/MJR (North West).

It is considered that the provision of such links to the wider network are important in terms of working towards delivery of an acceptable level of modal shift for both existing and new residents, which is reflected in the Council's LDP policies.

Bus Services

The extension of the 62 Service to serve this development of 630 dwellings is considered appropriate and reasonably related in scale. This has been agreed with Cardiff Bus in terms of a financial contribution to secure an additional bus so that this can be achieved and be put in place upon beneficial occupation so that this sustainable travel option is available from the outset. Such buses will have advantage in terms of time over the private car as a result of the mitigation measures that are being proposed, which include an in-bound bus lane along Llantrisant Road and a signalised junction arrangement at Heol Isaf / Llantrisant Road that promotes buses over private cars and minimises delay to bus services.

Pedestrian & Cycle Improvements

The proposals include improvements for pedestrians and cyclists along Llantrisant Road, and hence the corridor will benefit from such facilities where these are provided to the frontage of the site.

The highway layout plans are accepted in principle and as such any omissions relating to specific detail will be addressed through the Technical Approval Process which is associated with such works being implemented by way of a S278 Agreement.

Travel Behaviour

Existing behaviour in terms of transport mode choice and car ownership does not necessarily dictate that which will occur as a result of the new development. Therefore it is particularly important that the necessary transport infrastructure and quality bus service provision are provided such that both new and existing users from these communities are actively encouraged to use more sustainable modes of travel in order to access, employment, education and other uses / facilities.

Radyr Comprehensive School

The proposed development includes off-site works along Heol Isaf aimed at providing improved access arrangements at the Comprehensive School. These works also respond to concerns raised by residents. This application proposes to provide a financial contribution for the undertaking of these works by the Council.

Car Parking Standards

Car Parking provision within the site layout will be provided in accordance with the Council's adopted Access, Circulation & Parking Standards Supplementary Planning Guidance (Jan 2010) and as such the Council will be seeking to maintain low levels of on plot parking, i.e. the standards set maximum limits. This approach and practice is in line with both Local and National Policy.

Construction Vehicles

The routing of construction vehicles can be controlled through the submission of a 'Construction Management Plan', which will be secured by way of condition, in order to ensure that weight restrictions along some routes (where these apply) will be avoided.

The Tram / Metro

The Local Development Plan does not rely on the provision of the tram in order to deliver an acceptable level of modal split in the North West sites. The focus is on the provision of infrastructure for bus enhancements and improvements in order to be able to deliver rapid transit / express bus. The proposed development does not prejudice the delivery of a future tram/metro system.

Network Rail

The assessments submitted within the Transport Assessment conclude that there would not be significant increase at the St Fagans level crossing sufficient to warrant mitigation. No evidence to the contrary has been submitted to date by Network Rail.

Similarly the modelling work undertaken by the Applicant has not established a need to close Croft y Gennau Road as part of this planning application and no evidence has been put forward by Network Rail to dispute this work. The closure of part of Croft y Gennau to vehicular traffic is, however, proposed under application 14/02733MJR.

The routing of construction vehicles can be controlled, where reasonable, through the recommended Construction Environmental Management Plan.

Rhondda Cynon Taf

RCT's objection is based on concerns about the impacts of the proposals upon the RCT area and that the application offers no financial contribution or physical measures within RCT itself.

In response to these concerns, the following points should be considered:

- *The application site represents a relatively small portion of the larger site which it forms part of and the other developments proposed along the A4119.*
- *The package of mitigation measures which will be delivered through the S278 and S106 agreements will address a significant bottleneck on the A4119 corridor through the provision of a major signalised junction, bus lanes and bus priority measures. These measures will enhance the operation of public transport along the whole corridor and their benefits are not restricted to the site itself.*
- *The infrastructure secured through the Section 278 agreement will enable the main site to come forward in the future (although further mitigation measures will be sought where evidence justifies).*

In light of the above, it is considered that those mitigation measures and S106 Financial Contributions being requested by officers for Cardiff are appropriate and proportionate for this scale of development.

Whilst raising concerns, RCT's response does not identify specific transport measures in their area which could form part of the mitigation package and which, crucially, could meet the tests of Regulation 122 of the CIL Regulations (2010) in respect of being necessary to make the development acceptable in planning terms, being directly related and fairly and reasonably related in scale and kind to the development.

Notwithstanding the above, the issue of cross boundary transport improvements connecting to RCT will be revisited when considering the main Strategic Site C in the whole. This would then involve the relevant officers from both Cardiff and RCT working together in order that any schemes / mitigation measures identified by RCT can be fully considered.

Recommendation

On the basis of the above I can confirm that Transport would have **no objection** to this proposal, subject to the Conditions, Recommendation and S106 Matters being included / secured. (Conditions are recommended to control car and cycle parking, phasing, highway improvement works, provision of roads before occupation of dwellings, dwelling limits on Heol Isaf, the northern and southern parcels, and construction traffic.)

Legal Agreements - That the highway improvement works as conditioned above (and any other works) which relate to the existing or proposed adopted highway are to be subject to an agreement under Section 38 and / or Section 278 of The Highways Act 1980 between the developer and Local Highway Authority.

S106 Matters:

The proposals put forward by the developer include a scheme of improvement works along the A4119 as per the submitted highway plans, together with traffic calming measures and pedestrian / cyclist improvements along Heol Isaf.

Whilst the works to Llantrisant Road will be delivered in full by the developer, it is not intended that this application will fund delivery of the entire Heol Isaf scheme. A proportionate contribution will be secured in order that these improvements can be delivered in part. This figure has been calculated to be **£300,000.000** and secured by way of a S106 Agreement.

Bus Service Provision – That a subsidy be secured from the developer towards the extension of the existing bus service 62 from Danescourt to Clos Parc Radyr providing a frequency of 3 services per hour. Cardiff Bus has confirmed that this would require one additional bus at a cost of £150,000.000 per year. This subsidy will be required to be paid to the Council and provided for a period of 2 years. This sum to be secured by way of a financial contribution of **£300,000.000** via a S106 Agreement and timescale for delivery to be agreed by the Local Planning Authority in writing.

Residential Travel Plan – No part of the development hereby permitted shall be occupied until the Interim Residential Travel Plan has been progressed, submitted to and approved in writing by the Local Planning Authority. The Residential Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The Residential Travel Plan shall be implemented in accordance with the timetable set out in the plan, unless otherwise agreed in writing with the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Residential Travel Plan shall be submitted annually for a period of 5 years to the Local Planning Authority, commencing from the first anniversary of beneficial occupation of the first phase of development.

Those mitigation measures as contained within the Travel Plan to be provided in accordance with an approved programme:

Proposed Improvements along Heol Isaf.

Extension of Bus Service 62.

Two new bus stops to be provided and improvements to two existing bus stops – Radyr, Llantrisant Road Westbound and Radyr, Shepley Court South Eastbound. Proposals include shelter provision real time information and bus services timetables.

Cycle parking provision at the new bus stop located East of Heol Isaf.

Cycle parking provision to include shelters and increase in parking at Radyr Train Station.

One free annual bus service pass per household – cost to be confirmed.

Cycle Voucher with each household travel information pack – cost to be confirmed.

A Transport Planning Co-ordinator to be employed and in place prior to first residential occupation.

First Travel Plan Survey / Baseline Survey to be undertaken within 3 months of 'meaningful' occupation.

Finalised Travel Plan agreed within 6 months of 'meaningful' occupation;

Transport Planning Co-ordinator to be provided continuously for a minimum of 10 years at the developers expenses. Following this period the skills will be shared and passed onto local community members.

Annual Surveys to be undertaken for 5 years.

A Travel Plan reserve fund for 'fighting' failures or shortcomings through the monitoring period, £10,000 set aside and held for appropriate intervention measures (£100k to be set aside for Site C as a whole).

School Travel Plan – No part of the development hereby permitted shall be occupied until a School Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The School Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The School Travel Plan shall be implemented in accordance with the timetable set out in the plan, unless otherwise agreed in writing with the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the School Travel Plan shall be submitted annually for a period of 5 years to the Local Planning Authority, commencing from the first anniversary of beneficial occupation of the school.

6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 The **Planning Division, Welsh Government** advise that they have received a call in request for the application. However, they have confirmed there is *'no need for you to refer the application to the Welsh Ministers in respect of the section 77 representations from the third party as this is not a matter for your LPA. It is solely a matter for the Welsh Ministers to consider whether the application raises issues which would make it more appropriate for the determination of this application to be taken by themselves and not your Local Planning Authority. As such your recommendation to your committee would not need to make any reference to the request to call in by a third party'*. A copy of the report has been sent to Welsh Government for their consideration.
- 6.2 The **Department for Natural Resources, Welsh Government** initially objected to the application, as originally submitted, on grounds that the Applicant has failed to demonstrate that the loss of best and most versatile land has been considered in the manner required by Planning Policy Wales paragraph 4.10 and using Development Management Procedure Order 2012 Schedule 4 sub paragraph (s) (ii) as its consultation remit (this allows for the situation where it is considered that the development is likely to lead to further loss of Grades 1, 1 or 3a agricultural land amounting to 20ha or more).
- 6.3 Further to the further information / amended plans of September 2015, the Department of Natural Resources, Welsh Government confirmed their stance was unchanged and maintained the objection. On 28th January 2016, following the adoption of the LDP, the Department of Natural Resources has formally withdrawn their objection, noting that *'The Inspector has considered the loss of Best and Most Versatile (BMV) agricultural land against Planning Policy Wales (PPW) 4.10.1 and found the LDP to be sound'*.
- 6.4 The **Transport Division, Economy Science and Transport, Welsh Government** advise that the Welsh Government, as the Highway Authority for the trunk roads and motorway in Wales, has no objection to the proposed development as the site is relatively remote from the trunk road network and

predicted traffic volumes access the trunk road network, via the A470 and M4, would be very low. However, they note that the TA is based on the 50:50 modal share required within the LDP and that this will need to be achieved to minimise the impact on the local road network. They also note that the TA highlights that there could be significant issues on the local highway network if all developments in the North West of Cardiff were unable to achieve this level of mode share. This advice is re-stated in respect of the further information/ additional information of September 2015. The Transport Division confirmed it has no objections to the further information/ amended plans of October 2015, noting the site is relatively remote from the trunk road network and the plans relate to the details of the proposed County road improvements.

- 6.5 The Transport Division, Welsh Government also confirm that as Rail Infrastructure is not a devolved matter the Welsh Government Rail Team has no remit to comment on the level crossing, and that the observations from Network Rail should be seen as the definitive response.
- 6.6 The **Vale of Glamorgan Council** advise that they do not wish to make any observations on the proposal as initially submitted or in respect of the amended plans/further information.
- 6.7 **Rhondda Cynon Taf County Borough Council** (RCT CBC) forwards a copy of a report presented to their Development Control Committee on 5th November 2015 and provide the following comments:
- (i) *RCT CBC accepts the need to provide additional housing within Cardiff*
 - (ii) *RCT CBC is concerned that the measures outlined at 5.11 of the Applicant's Planning Statement Addendum do not include a proportionate contribution for improving linkages into Rhondda Cynon Taf, in compliance with draft Policy KP2(C) (MAC5 version, October 2015) of the emerging Cardiff Local Development Plan.*
 - (iii) *In the absence of such a contribution, RCT CBC **objects** to the application in its current form and requests that the City of Cardiff Council negotiates the provision of a proportionate financial contribution or physical works within RCT to protect public transport journey time reliability prior to the determination of this application in order to remove this objection. It is also requested that Officers of the City of Cardiff Council consult with officers of RCT CBC prior to recommending a level of contribution for this purpose to their Planning Committee.*
- 6.8 **Natural Resources Wales** did not object to the application in their initial advice, but raised concerns in relation to the parameter plans and Green Infrastructure. They also provided detailed advice in relation to Cardiff Beechwoods Special Area of Conservation, Ty du moor Site of Special Scientific Interest, Local Biodiversity, and European Protected Species and other matters as set out below.
- 6.9 *Parameter Plans and Green Infrastructure* –NRW raised key concerns that: the parameter plans do not take into account green and blue infrastructure requirements to be delivered through the emerging LDP, that delivering these sites through piecemeal applications will not deliver the green and blue

infrastructure that would facilitate the delivery of the full range of ecosystem services required of such a large site, that the approval of the parameter plans would not allow suitable green and blue infrastructure to be suitably and effectively implemented, that connectivity between the infrastructures is not clear, that the development– in combination with other sites – has the potential to lead to a contraction in the range of species and detrimentally affect the maintenance of the favourable conservation status of any European Protected Species associated with the strategic site, as well as failing to provide adequate green space for other wildlife and for recreational purposes, that the current application appears not to set out how any provision will relate and tie into the larger strategic site, and that the masterplan, parameter plans and ES do not show appropriate provision for strategic green/open space corridor and cycle footpath route of a similar size or connectivity to that shown in the LDP masterplanning framework document. They advise that any retained vegetation and infrastructure should be consistent with that required by the overall green infrastructure associated with the emerging LDP policies and strategic site.

6.10 *Cardiff Beechwoods Special Area of Conservation* – NRW's initial advice was as follows:

Provided it can be demonstrated that any increasing emissions are at least balanced by reductions due to the successful implementation of the transport and renewable energy policies, we are satisfied that there is unlikely to be a significant adverse effect on the European sites under consideration, including Cardiff Beechwoods Special Area of Conservation (SAC). It is important, however, that the implementation of the traffic policies are secured through a condition or Section 106 agreement requiring the submission, agreement and implementation of a transport management plan for the development.

We welcome the atmospheric dispersion modelling, which has been undertaken in order to predict the impact to air quality as a result of traffic changes in the area, due to the operation of the development. In our reply to the Habitats Regulations Assessment (HRA) undertaken for your Council's LDP (ref. 1933197/C.09.93.01/KMM, dated 26th November 2013), we advised that the Test of Likely Significant Effect (LSE) states 'that Cardiff Council Pollution Control Officers have indicated that the effect on atmospheric pollution of an increase in traffic resulting from these policies would not be measurable because the A470 is already at capacity'. We also accepted that if this is the case then peak pollution levels would not be increased. However, we welcomed confirmation that the possible duration of peak pollution levels (due to an extension of the period of peak traffic flows) has also been taken into account.

We acknowledge that the proposed development is over 2km from Cardiff Beech Woods Special Area of Conservation (SAC) and that policies KP3 (Green Belt) and EN4 (River Valleys) within the emerging LDP are a mechanism to offset recreational pressure to this SAC; and we refer you to these requirements for further consideration. Having recreation space within this housing development would help reduce recreation pressure on the SAC by minimising residents commuting to alternative green spaces within the city.

- 6.11 *Ty du moor Site of Special Scientific Interest (SSSI)* – NRW’s initial advice was as follows:

We have no concerns for Ty-du moor Site of Special Scientific Interest (SSSI) situated 1800m from the proposed housing development as stated in the current planning application. Due to the potential hydrological connectivity between the western side of Strategic Site C and Ty-du moor we will request further hydrological assessment of development proposals situated in closer proximity to Ty-du moor SSSI. We would ask the local planning authority to consider our request in their early discussions with potential developers, because this information may prove useful to future applicants in assessing effects and in developing proposals. A number of applicants may wish to work together in preparing a joint hydrological assessment for the strategic site.

- 6.12 *European Protected Species* – NRW’s initial advice was as follows:

We note that the application site was subject to a suite of surveys for a number of European protected species. The surveys found no evidence to suggest that dormice, great crested newts or bat roosts in buildings are likely to be affected by the proposals. However, we observe that one tree within the application site was considered to have high potential to support bat roosts and that a range of bat species were confirmed to forage across the site.

The location of the ash tree and the extent to which it is likely to be affected by the proposed development is not explained in the ES. We therefore advise that confirmation is provided to the Local Planning Authority whether the tree is likely to be affected by the proposed development. If it is likely to be affected by the proposals, we advise that the tree is subject to additional survey to assess whether it is likely to be used by bats and proposals for mitigating the impacts set out, appropriate to the species and its use of the site. If a bat roost in the tree is likely to be affected, we also advise that the applicant seeks a European Protected Species licence from Natural Resources Wales under Regulation 53(2) e of The Conservation of Habitats and Species Regulations 2010 before any works on site commence that may impact upon bats. Please note that the granting of planning permission does not negate the need to obtain a licence if one is required. NRW recommend conditions requiring the submission of a scheme of lighting and a scheme for the construction of the proposed ponds and artificial water features.

- 6.13 *Other Matters*– NRW’s initial advice was as follows:

- (i) *Risk of Flooding: Flood Consequences Statement* – *We agree with the details contained in the FCA undertaken by Arup entitled “Cardiff North West – Flood Risk Statement for Llantrisant Road for residential development,” dated 18th July 2014, which confirms that the site is located within Zone A of the development advice maps (DAM) contained within Technical Advice Note 15 Development and Flood Risk (July 2004). The assessment states that “the site is not considered to be at risk of fluvial or tidal/coastal flooding and therefore no further assessment is required to be undertaken”. TAN15 advises that for development located*

in Zone A the justification test is not applicable and surface water requirements apply. The acceptability criteria is for no increase in flooding elsewhere to occur as a result of the development. Given the location of development in Zone A, surface water requirements should be assessed and we note that this aspect has been included in the ES. Given our remit we request no further information to be provided by the applicant to assess the risks and consequence of flooding, however, we advise that you seek advice from Dwr Cymru / Welsh Water (DCWW) and your local authority drainage engineers on drainage proposals.

- (ii) Risk of Flooding: Storm Water Drainage Strategy - Assumptions are being made by the applicant that capacity is available to accept restricted flows into the sewer via existing private storm sewers is available (section 6.5 of the NTS). We would advise that such assumptions must not be made until the evidence is available to demonstrate these as facts, rather the current situation should be explained as detailed in the ES and considered in determination of the application. We note that comments made in Section E4.25 of the Water Resources chapter explain that public sewer records from Dwr Cymru / Welsh Water (DCWW) indicate that no public storm or combined sewers are located within the site boundary. The nearest DCWW public storm sewers are located some distance away, we note that Dwr Cymru / Welsh Water (DCWW) have been consulted to confirm available capacities at these locations as they are currently unknown. The storm drainage assessment identifies that, subject to the mitigation measures proposed and confirmation of available capacity in the existing public DCWW storm sewers, the risk of significant residual environmental impact from the proposed development is considered to be minor. We would suggest that the storm water scheme is prepared in consideration of Sustainable Urban Drainage Systems and Green/Blue Infrastructure. We support the adoption of Sustainable Urban Drainage Systems and wherever possible improvements. The aim should be for new development not to create additional run-off when compared with the undeveloped situation and for redevelopment to reduce runoff where possible. Some information has been provided by the applicant's consultant in regard to Greenfield runoff rates, which will need to be agreed with your Authority, along with details of adoption, management of this system over the lifetime of development and any subsequent amendments. The responsibility for the maintenance of all watercourses and structures thereon rests, in the first instance, with the riparian owner. Land Drainage legislation does not seek to remove this responsibility. To inform the Council's decision we would recommend that the views of DCWW are sought and the updated information is supplied before determination of the application. It may be necessary for legal agreements to be implemented to control these aspects of development. A condition is recommended to control the disposal of surface water.*
- (iii) Water Supply – We note that DCWW has confirmed that the public water mains located north of the site has sufficient capacity to supply the northern parcel of the site. For the southern parcel a hydraulic modelling assessment is required in order to establish whether a point of adequacy exists within the network to accommodate the development, and/or any improvement works required. The potable water assessment contained in*

the ES identifies that acceptable levels of impact can be achieved and maintained. We recommend that you seek the views of DCWW on their requirements. We would also support the use of water efficiency measures and sensitive design.

- (iv) Foul Water Disposal (Operational Phase) – DCWW have confirmed that capacity is available within the existing foul public sewer along Heol Isaf and within Plas y Mynach and Herbert Marsh Close within Chapter E (Water Resources). The foul drainage assessment identifies that the risk of significant residual environmental impact from the proposed development is considered to be negligible. We would advise that Dwr Cymru / Welsh Water (DCWW) provide you with assurance that suitable wastewater infrastructure can be provided over the lifetime of the development, alongside any phasing requirements; and without having adverse environmental effects. We note that no foul drainage plan has been prepared at this stage. NRW recommend a condition to control the disposal of foul drainage.*
- (v) Construction Environmental Management Plan (CEMP) – From the ES we note that for many water related features (ditches, streams and ponds) proposed and existing, there is the potential for breaches to occur as a result of site clearance and construction, although the effects are not considered to be adversely significant. Comments made in Chapter E, Water Resources explain that construction activities will result in a moderate increase in the quantity of storm water runoff generated from the site these have the potential to cause increased sediment loads in receiving water bodies; risks of pollution from accidental spillages of hydrocarbons and cementitious materials. We are also aware of a field drain on site which runs to storm and to the Taff River, this will need to be considered during the construction phase. During site clearance(s) and construction phase(s) of development, any contaminated surface water run-off generated should be managed in order to prevent pollution of controlled waters and adverse effects on ecology. We would therefore expect suitable control and mitigation measures to be effectively implemented in order to ensure that potential run off from the site and discharges into these waters are of an appropriate standard; to ensure that there is no pollution of controlled waters and no adverse impacts on ecological interests. We support the delivery of a Construction Environmental Management Plan (CEMP), which should detail such measures, to be agreed with the local planning authority and ourselves. Should your Authority be minded to approve the planning application then we request that a condition be included to control this aspect of development. We advise that details of measures to protect the environment including measures to reduce the effects on water quality (surface) and water resources during the construction of the development should be set out in a CEMP and associated method statements. We agree that this CEMP should include detailed measures, for example, wheel washing facilities, measures to control runoff and lighting. We advise that in implementing the CEMP regular monitoring and updates will need to be provided. A condition requiring a CEMP to be submitted is requested.*

- (vi) *Potential for Contamination - It is our understanding that the site has been used for agricultural purposes previously, therefore we consider the controlled waters at this site are of low environmental sensitivity. However, should unsuspected contamination be encountered then please contact us for advice. In this situation development may need to be stopped until a course of action has been agreed (mitigation measures and remediation) to ensure no adverse environmental effects. The Local Authority should also be contacted in regard to human health matters. A link is provided to contamination guidance (attached as an advisory notice).*
- (vii) *Management of Waste and Materials - We have limited records regarding the historical landfill site at Radyr Quarry, those records we do hold indicate that land filling may have taken place at Radyr Quarry between 1960 and 1972, and deposits are likely to have been of municipal waste. Further information about this historic landfill is held by the Local Authority. Advice to developers is provided (attached as an advisory notice).*
- (viii) *Site Waste Management Plan – We are also supportive of the preparation of a Site Waste Management Plan (SWMP), given the strategic nature of development, the amounts and different streams of material, including waste to be generated and possibly imported onto site. We would welcome further consultation on the Site Waste Management Plan. Even with the SWMP in place the applicant and contractors must still comply with the duty of care for waste because all waste movements must be recorded (preferably in one document). Having a SWMP in place will help you comply with duty of care requirements.*
- (ix) *Timescales for Development – We note that no phasing plan has been included within the ES to indicate when particular parts of the site will be developed. We would advise that a plan is provided prior to determination of the application or prior to any development commencing on site. Once a schedule is agreed, we would be grateful to receive necessary updates on the programme of works and timetable, a list of contacts (on site) and their respective responsibilities. With regards to phasing, we recommend that the necessary public transport infrastructure should be in place early in the development in order to achieve the targets of the LDP, for example a 50:50 split on car and public transport. In addition, the school should be in place at an early stage in the development process to minimise the number of residents in this area making car journeys to schools off site leading to both local and wider spread congestion and air emissions.*

6.14 Responding to correspondence in respect some of these 'other matters', NRW advised:

- (i) *Thank you for sending through the attached correspondence with DCWW confirming that suitable wastewater infrastructure can be provided as well as water supply. We have no further comments, however we do still request that a condition requesting a scheme for the disposal of foul drainage be included on any permission granted*
- (ii) *In terms of storm water drainage, we are satisfied with DCWW's response. We ask that the condition previously advised for a scheme to dispose of*

surface water to be submitted to the LPA prior to commencement of the scheme, to be added to any planning permission granted

- (iii) We would be happy for the hydrological risk assessment to be requested as part of a condition on any outline permission, however we would advise that such an assessment is submitted prior to commencement of works on site. As reiterated in our response, we would need to be assured that potential run off from the site and discharges are of an appropriate standard and that if required suitable control and mitigation measures could be effectively implemented.*

6.15 Natural Resources Wales provided the following advice in relation to the amended plans/further information of September 2015, and confirmed they have no subsequent comments to make in respect of the amended plans/further information of October 2015:

- (i) European Protected Species - We note that additional surveys for bats have been undertaken of the trees likely to be affected by the proposals and considered to have potential to support bats (T56 and T71). Further to these surveys, we note that T56 was considered to have low potential for bats but that T71 was considered to have moderate to high potential to support bats. We therefore advise that a condition is attached to any planning permission granted for the scheme requiring pre-construction emergence surveys at an appropriate time of year prior to any works commencing that may affect the tree. If those surveys identify use by bats, a bat mitigation plan is to be submitted to the Local Planning Authority for approval prior to any works commencing.*
- (ii) Green Infrastructure - The revised masterplan has amended and increased some of the green space provision, which is welcomed. Appropriate management and maintenance of this infrastructure, for the lifetime of the development, will need to be secured via appropriate planning conditions / s106 obligations, as part of any planning permission granted. However, we remain unclear how the green space provision on this site will tie into the wider provision of green infrastructure across Strategic Site C. We suggest that clarification is sought on this to be assured that the provision within this site fits with emerging LDP policies and the overall vision for the Strategic Site.*
- (iii) Lighting - Whilst we welcome provision of a dark corridor running south to north-west of the site, we remain of the view that the other green infrastructure incorporated into the development should also be kept dark to make an effective wildlife corridor, including the pond areas in the centre and south of the site. In that respect our previous comments in our letter dated 18 November 2014 regarding a condition concerning a lighting plan still apply.*
- (iv) Water Features – In respect of the proposed water features on site, we confirm that our previous advice in our letter dated 18 November 2014 still applies. A condition is recommended requiring a scheme for the management of the proposed ponds and/or water features. We expect the Scheme to demonstrate that the ponds will, where possible, be linked to one another by habitat corridors to enable movement by pond and wetland wildlife throughout the development site. Consideration should be given to providing and/or maintaining habitat links between wetland features within*

the application site and those outside thus increasing available habitat for wetland wildlife.

- (v) *Other matters – We refer you to our previous letter dated 18 November 2014 for advice on other matters: flood risk, surface water drainage, water supply, foul water disposal, provision of a CEMP, potential for contamination and management of waste etc. The requests we made within that letter for conditions to be imposed on any planning permission granted to secure schemes for surface water and foul water drainage and a CEMP are still applicable. (In respect of the CEMP, NRW go on to detail specific requirements in respect of ‘measures to control contaminated surface water run off’ which are not detailed here, but which are captured in the recommended CEMP condition.)*
- (vi) *In addition, we offer the following advice in relation to ES Addendum Appendix 6.2 Storm Water Drainage Strategy:*
- *The Applicant will need to obtain capacity results from DCWW regarding both storm and foul sewer capacities, to ensure that their network would be able to cope with the additional input. The Applicant will also need to check with DCWW to ensure that there would be no disruption to the potable supply or potential contamination to the distribution network in respect of Radyr Service Reservoir.*
 - *Amendments should be made to Figures 2 and 5 – Storm flows transmitted to River Ely near Radyr Railway Station via DCW storm sewers. This should be ‘River Taf’.*
 - *We are concerned that there is a potential for surface water flooding to properties along Heol Isaf from the proposed infiltration facilities. Mitigation measures should be secured as part of any planning permission granted to prevent excessive retention/surface flooding to properties and if facilities breach. We suggest this could be secured by condition / s106 obligation as part of any planning permission granted.*

6.16 **Glamorgan Gwent Archaeological Trust (GGAT)** has no objection to the application as originally submitted, but notes that the proposals will require archaeological mitigation. GGAT note that the elements of the archaeological resource that provide the most interest are scatters of pre-historic flint material, which show the area was used during this period and that activity on these slopes above the river may relate to the Burnt Mound of Bronze Age date which is a Scheduled Ancient Monument some 150m from the development boundary. GGAT confirm that the development can be mitigated by condition and recommend a condition to require the Applicant to submit a written scheme of investigation for the implementation of a programme of archaeological work. In response to the further information/ amended plans, GGAT advise that their understanding of the archaeological resource remains unchanged and that their advice above is still applicable.

6.17 **Cadw**, in their initial comments, note that a 'Cooking Mound East of Taff Terrace' is located c.180m from the development sites north eastern boundary, comprising a prehistoric burnt mound probably of Bronze Age date, but note that there will be no impact to the setting of this monument or any other ones. In response to the September amended plans/ additional information, Cadw

confirm that there will be no impact on the scheduled monument and that the development will not impact on the registered garden at Fairwood House or its setting. Further to the October amended plans/additional information, they advise they have no further comments to make.

- 6.18 **Wales and West Utilities (WWU)** provide records showing the position of their apparatus, including the presence of a high pressure gas pipeline within the southern parcel (the Nantgarw to Pentrebane (pt 2) (HS013) Pipeline) and medium and low pressure pipelines adjacent to the site, and provide advice on general conditions to be observed for the protection of apparatus and the prevention of disruption to gas supplies. They note that it is the Council's responsibility to consult with and administer the Health and Safety Executive's Planning Advice (PADHI), noting that the PADHI distances for the high pressure pipeline have particular consequences in respect of the school proposal. A condition is recommended to the effect that no development in contravention of PADHI Advice from the Health and Safety Executive can commence until such time as the High Pressure Pipeline has been diverted to enable compliance with the PADHI distances. They later confirm they have no objection, provided the development observes the Institute of Gas Engineers recommended Building Proximity Distance of 14.4m either side of the pipeline (HS013).
- 6.19 WWU confirm they have no objection to further information/ amended plans of September and October 2015. They note that their apparatus maybe at risk during construction works and require the developer to contact them should the application be approved.
- 6.20 The **Health and Safety Executive's (HSE)** initial advice is summarised as follows in respect of the various elements of the proposal which has been considered using PADHI, HSE's planning advice software tool:
- The site lies within the HSE consultation distance of major accident hazard pipeline ref:1561 - Nantgarw/ Pentrebane [p2] (HS013) and the current HSE consultation zone distances which apply are inner zone=8m, middle zone=8m and outer zone=105m.
 - Residential dwellings – HSE would not advise against granting permission
 - Primary school – HSE would not advise against granting permission if the total site area of the primary school does not exceed 1.4ha, otherwise the HSE would advise against granting permission.
 - Children's play space – The Illustrative Masterplan (drawing R0319_01) shows two children's play areas, both of which lie outside the consultation distance of more than 105m from the pipeline and HSE would not advise against the granting permission.
 - Contact the pipeline operator.
 - If minded to grant permission contrary to HSE, attention is drawn to Circular 20/01 which sets out advice in respect of the advance notice required to be given to the HSE.
 - Major hazard site/pipelines are subject to the requirements of the Health and Safety at Work Act 1974 which specifically includes provisions for the protection of the public. However, the possibility remains that a major accident could occur at an installation and that this could have serious

consequences for people in the vicinity. Although the likelihood of an accident is small, it is felt prudent to consider the risks to people in the vicinity of the hazardous installation. If you decide to refuse planning permission on the grounds of safety, HSE will provide the necessary support in the event of an appeal.

6.21 Further to the September 2015 further information/ amended plans, HSE advise as follows.

- (i) HSE does not advise against the granting of planning permission for the proposed community centre and visitor/community centre, as these will both be located within the outer zone of pipeline ref. 1561.
- (ii) HSE does not advise against the granting of planning permission for the school as long as the total area of the school site, including car parking, playing fields, landscaping, etc., is no greater than 1.4 hectares.
- (iii) With regards to the possible location of the community centre within the school building, this would not affect HSE's advice on the school as long as the total area of the school site does not exceed 1.4 hectares. Within HSE's methodology, a community centre is regarded as 'indoor use by the public', whereas a school is 'institutional accommodation and education'. If the total area of a combined school/community centre site would exceed 1.4 hectares, then HSE would not advise against the granting of planning permission if
 - the community centre facilities are not used by the school, and
 - the total area of the school site (excluding the area allocated to the community centre facilities) does not exceed 1.4 hectares.
- (iv) the potential locations for several Locally Equipped Play Areas (LEAPs) have been identified. As these are proposed within the outer zone or outside the consultation distance of pipeline ref. 1561, HSE does not advise against the granting of planning permission for these aspects of the proposed development.

No further comments have been received in respect of the October 2015 further information/ amended plans.

6.22 **Western Power (Electricity)** advise that they cannot object provided that minimum statutory clearance of 6.6m at 132000 volts is maintained between the nearest overhead line conductor and any part of a building, and that no building is to be erected within 10m of the steel lattice pylon (access required for future maintenance). They advise that the development shown on the masterplan does not infringe within statutory clearance of the 132000 volts overhead line. Regarding capacity, Western Power advise that the site can be supplied from new distribution substations off the local high voltage networks. No further comments have been received in respect of the further information/ amended plans.

6.23 **South Wales Police** in their *initial* response, raise concerns that the development could have a significant impact on crime and community safety and a major impact on policing in the area, and provide crime statistics from the vicinity of the development.

- 6.24 South Wales Police raise no objections to the September 2015 further information / amended plans, noting that an extra section on Crime Prevention has been included in the DAS and that, if these principles are included within the design, the area will benefit from the fact that the risk of crime and antisocial behaviour will be greatly reduced. They welcome the opportunity for detailed consultation to fully explore the opportunities for designing out crime prior to any decisions being made. They advise that affordable /social housing and Welsh Government funded projects are required to meeting Secured by Design standards, and recommend that liaison for Secured by Design is undertaken with the South Wales Police Designing out Crime Officer prior to any detailed planning approval. South Wales Police recommend that the whole of the development be built to Secure by Design standards.
- 6.25 **Dwr Cymru Welsh Water**, in their initial comments, advised that they have been in discussions with the developer and their agents and have agreed the drainage principles to be employed, and recommended a series of conditions and advisory notices.
- 6.26 DCWW subsequently provide advice requested by the case officer in respect of approved planting in and around sewers/ watermains (Sewers for Adoption 7th Edition p. 12 and Sewers for Adoption 6th Edition p. 33). DCWW noted that the Sewers for Adoption (7th Edition) is directly relevant to sewers and lateral drains, but there is no equivalent guidance specific to water supply pipes and accordingly DCWW apply the SfA guidance as a basis to mitigate the risks of potential tree/ shrub encroachment to water supply pipes. They advise that, as a general rule, the extent of root structure of any tree/ shrub tends to be similar to the canopy size and accordingly no tree/ shrub should be located such that the root structure and/ or canopy encroaches within the specified easement width of the apparatus – i.e. 5m in this particular circumstance.
- 6.27 Further to the further information/ amended plans of September and October 2015, DCWW provide the following summarised advice:
- i. Sewerage – DCWW note the proposal is to accommodate SUDs principles within the development which they support. They note, however, that it appears that any excess or overflow from the soakaways attenuation basins are to connect to the public sewer network, which they note would not be an acceptable solution and could not form part of the adoption agreement as it does not fit the requirements of the Welsh Ministers Standards. In their covering email they advise that they would like to developer to undertake a SUDs assessment and where these options have been exhausted and a sewer connection is the only option, they can accept surface water flows through a flow control device and restricted to green field run off rates, noting that any overflow from this device may drain to an attenuation basin but that this overflow facility would not be adopted by DCWW. They recommend conditions to control foul water drainage in respect of specific manholes, and to require a drainage scheme to be submitted for the disposal of surface and land water that requires that any connection to a public surface water sewer is made at greenfield run off rates.

- ii. Sewerage Treatment – DCWW confirm no problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from the site.
- iii. Water Supply – DCWW recommend a condition to require the development to be carried out in accordance with the conclusions of the hydraulic modelling assessment, ref no SE201B, commissioned in respect of potable water network supplying the development.
- iv. Trunk/distribution Watermains – it is noted that the development is crossed by a 15”, 18” and 24” trunk/ distribution watermain and that they have statutory powers to access their apparatus at all times and provide advice in respect of development near watermains. It is noted that it may be possible for the watermain to be diverted, the cost of which will be re-charged to the developer.
- v. Flooding to Herbert March Close and Timothy Rees Close– DCWW visited Herbert March Close to conduct further investigations, noting that the plans provided by the Applicant show a watercourse connecting into the public sewer network and that there had been a dry period with some rain the day before. It was noted that the ditch (running at the western boundary of Radyr Farm land) was bone dry and they would expect that any water reaching would take a very long time to reach the sewer it connects into due to natural infiltration and the amount of vegetation present. Their records show sewers have been laid from Herbert March Close up to the land north of the roundabout and that they verified that the 900mm diameter surface water sewer exists alongside a 300mm diameter foul line. It was noted that at each manhole chamber the flows were at 0%, as expected, given they are not connected to anything and the limited recent rainfall. The size of the sewer and the recent upgrades to highway gullies along Llantrisant Road, they imagine, have been undertaken to help resolve the issues identified by the residents. DCWW have no recorded flooding incidents from public sewers in Herbert March Close. They suggest that the flooding witnessed by the residents may have either occurred from private/highway drainage or if they were as a result of public sewers being overloaded, the incidents were not reported to their call centre.

6.28 DCWW have subsequently confirmed that the recommended conditions are acceptable.

6.29 **Cardiff and Vale University Health Board** advise that they have given consideration to the health needs of residents in the wider Strategic Site C as a whole, along with Sites D and E. They do not require health provision to be provided as part of this application. With regards primary care, they note that, while the revised application 14/02157MJR includes a community centre and a visitor’s centre, the preference of the UHB is for the development of a single healthcare facility within the main community centre for the site (the district centre) to meet the needs of both sites C and D to ensure sufficient critical mass. With regards Community Based Health Care, they advise that primary and community based health services for sites C, D and E should be co-located within that shared and flexible community centre facility.

- 6.30 The UHB provide the following comments in respect Public Health Issues in respect of the application as originally submitted:

Physical Activity – It is noted that the application supports walking, cycling and active travel options, and that interconnectivity with existing developments is a key principle, which is welcomed. Recommends pedestrian prioritisation, 20mph zones to cover the entire development, car free zones, methods to reduce and control traffic speed, and informal outdoor active play areas in addition to open space.

Open Space – It is noted that the application provides limited access to green open spaces and that a children’s play area will be provided. Recommends that SPG standards for outdoor playing spaces and distances to open space are adhered to, and that negotiations ensure open spaces are well maintained.

Food Environment – It is noted that the application includes provision of gardens which may be used for food growing, but that the potential use of land near the school for food growing has not been included. Recommend that land near community buildings is made available for food growing.

Alcohol – Not applicable as no retail units are proposed.

- 6.31 **Network Rail** raised an initial objection on grounds that the development will severely impact on two level crossings, with the increased usage resulting in safety implications and requested a meeting. Further to that meeting, they advise that they will remove their objection subject to the following:

That the development will continue with traffic impact studies and provide assurance to network rail that traffic flows will not materially increase during construction and development occupancy phasing stages of the scheme at adjacent level crossings, with specific focus on St Fagans crossing. In addition to this if traffic is forecasted / or does materially increase across adjacent level crossings as a result of this development, the development makes provision to finance any necessary additional controls to offset this increase in risk on Network Rail infrastructure, so mitigating level crossing risk the development has introduced.

It is therefore imperative that suitably worded conditions be added to any grant of planning permission to ensure the following is undertaken by the developer (Redrow Homes South Wales):-

- (i) undertake further studies to model / examine the impact of the development upon St. Fagans level crossing at various phases / stages of the development (to be agreed with NR);*
- (ii) monitoring vehicle flows at St Fagans level crossing following implementation at various phases (to be agreed with NR) of the development;*
- (iii) implement any necessary mitigation at / in the vicinity of St Fagans level crossing which is as a consequence of this development;*
- (iv) bring forward early closure of access to Croft y Gennau Road in the development phasing;*
- (v) ensure construction traffic routes do not include St. Fagans level crossing.*

- 6.32 The **Glamorgan / Welsh Historic Gardens Trust** (G/WHGT) - The G/WHGT, in their initial comments, noted that the application will have less

impact on the St Fagan's Special Landscape Area than application 14/02188MJR. They note that, whilst the application documents note that the heritage impact is neutral, these effects are often unknown at this stage. They advise that the increased traffic will have a significant impact, in the absence of alternative means of public transport in an already congested area that currently 'funnels' vehicles into the west of Cardiff, and that the application is unsustainable and premature. Further to the amended plan/ additional information submissions, G/WHGT confirms that they agree with most of the objections made, especially that the application is premature, given that the LDP is not adopted nor CIL yet introduced. They note their main concern is the effect on the essential setting of The Thatch, which is noted to be an iconic building locally as reflected in its listed status, and that a much more considerate and sympathetic approach to the design and layout of nearby housing should occur.

6.33 Radyr and Morganstown Community Council (R&MCC) object to the application as originally submitted on the following grounds:

- (i) Prematurity on grounds of submission prior to: the LDP being subject to independent examination, the identification of the full scale of infrastructure requirements and adoption of Community Infrastructure Levy (CIL). If consented, the s106 requirements should match what would be raised under CIL and include contributions to public transport, including the Metro. Absence of a relevant policy framework and approving the application would not be in the public interest.
- (ii) The application form incorrectly states there has been consultation with the community.
- (iii) The developer should amend the density, layout and orientation of the houses to allow for direct pedestrian routes to the Metro alignment. It should be easier to access existing and future public transport without a car.
- (iv) Substantial s106 contributions should be agreed after detailed consultation with community councils and local groups, and should include the proposed primary school. The s106 should stipulate that land allocated for community use, but not used within 5 years of the grant of planning permission, should revert to community council ownership to ensure community use in perpetuity.
- (v) The sites are not sustainably located in relation to existing communities, are totally different in character, link to the congested Llantrisant Road and comprise unsustainable, separate, car-dependent housing estates, with no proposals for additional public transport or local facilities within the sites, which will add to congested roads, buses, trains, schools and other community facilities, and worsen congestion at the rail crossing at St Fagans. The sites will not produce sustainable communities unless they provide for fixed-track public transport and other essential infrastructure from the outset.
- (vi) The Environmental Statement does not reflect a cumulative approach, as required by the Council or take into account housing under construction. This site is part of strategic site C, which along with D and E all have direct access to the A4119. To consider this application without recognising its part in a wider context is irresponsible.

- (vii) Housing Land Supply - applications for housing should be judged on their merits, notwithstanding the lack of a 5 year land supply.
- (viii) Socio-economic impacts are deliberately reduced by referring to the whole of Cardiff, rather than North West Cardiff, and the assessment is flawed in respect of the impact of new housing, and available capacity in respect of schools, open space, community facilities, with concern that s106 payments won't produce sufficient long term benefits commensurate with the negative impacts.
- (ix) The Transport Assessment, Travel Plan and accompanying chapter of the ES are unduly long and flawed, with the network and baseline conditions misrepresented, the increase in traffic and risks to pedestrian and cyclists health and safety understated, and travel by sustainable modes overstated. Concern there is no commitment to improving public transport, that Cardiff Bus will not run uneconomic bus services and that demand will be poor as buses will also be subject to congestion. The proposal to maximise existing road space is flawed as the Llantrisant Road is at saturation point in the am peak. Llandaff Station will not deliver any benefits given its location in Llandaff North. The junctions near the sites don't operate within capacity at peak hours as stated. Parking impact is understated; the development will exacerbate off-site parking problems, including overflow on-street rail passenger parking.
- (x) Concern with the stated premise that 'it is not conducive to design the highway network to accommodate predicted demand' given the objective to reduce dependency on the private car. In the absence of any scheme to achieve the 50/50 mode split, the development will worsen traffic congestion and air quality. It is clear that the developer has no intention to finance a solution to these problems.
- (xi) With so much under-estimation of impact, it is unsurprising that 'mitigation' appears totally unacceptable and limited to toucan crossings, a pedestrian phase at traffic light controlled junctions and unspecified 'improvements' to existing bus services after completion, too late to establish sustainable travel patterns.
- (xii) Given the adverse effects of traffic, the Council will be in breach of its statutory obligation laid out in s16 of the Traffic Management Act 2004, which requires all highway authorities to secure the expeditious movement of traffic on the authority's road network.
- (xiii) the assessment that effects on air quality will be 'insignificant' is pure fiction and a new, independent assessment should be carried out to establish the true picture, in light of the acknowledged problems by the Council in its June 2014 report 'Further Assessment Llandaff AQMA'.
- (xiv) Surveys undertaken by the Public Transport Executive Group show that without a major improvement in public transport there is no chance of attaining a 50/50 split in North West Cardiff.
- (xv) the application should be refused to allow time for a sustainable plan for NW Cardiff to be developed with the Metro, as suggested by us and Cardiff Civic Society.
- (xvi) query as to whether there should be a 16 week response time for applications containing an Environmental Statement.

6.34 **Radyr and Morganstown Community Council (R&MCC)** object to the further information/ amended plans of September 2015 on grounds summarised below:

- (i) Previous response still stands.
- (ii) Concern over potential for vehicle access onto Heol Isaf in terms of risk to safety and that it could be used as a short-cut to avoid heavy congestion on the B4262/A4119 junction. Request a condition to be attached to change or remove any detail to avoid unacceptable harm.
- (iii) Object to Council's intention to create traffic pooling along the A4119 to reduce congestion into the city, and to the resulting barrier to traffic.
- (iv) Increased traffic and congestion, with more than 50% of all trips by car, most of which will travel via Radyr or Llandaff.
- (v) Concern over use of B4262 by construction traffic, given its 7.5 tonne weight restriction. Request that this be prevented via a Construction and Environmental Management Plan condition, noting that the possible accesses from new dwellings onto Heol Isaf should not be used for construction traffic access.
- (vi) Welcomes protection of views of the Thatch and lower densities to west of homes on Heol Isaf, but object to the proposed heights, which will dominate the skyline and turn a village community into a high density urban development.
- (vii) Increase in air pollution and risk to health.
- (viii) Notes inclusion of bus and cycle lanes.
- (ix) Welcome the addition of two new community centres.
- (x) Seek assurance that Hedgerow Regulations 1997 are being adhered to with regards hedge removal and retention. Objects to and queries justification for removal of hedgerows, noting the hedgerow screening Radyr Comp should remain.
- (xi) Object to the loss of 17.9ha of agricultural grade 3a land, as this is some of the best in the nation. Supports WG objection to its development.
- (xii) Application should be refused to allow time for a sustainable plan for NW Cardiff to be developed with the Metro.

6.35 **Radyr and Morganstown Community Council (R&MCC)** object to the further information/ amended plans of October 2015 on grounds summarised below:

- (i) their previous responses still stand
- (ii) the minor amendments are not sufficient to deal with the road safety issues raised
- (iii) sceptical that Designer's Road Safety Audit site visits could be representative of existing conditions
- (iv) Designer's calculations of future traffic flows assume 50/50 modal split and are predicated on un-achievably low traffic volumes in the absence of reasonable alternatives to the car
- (v) aspiration to deliver shops and a junior school is laudable but question whether they will be delivered
- (vi) The Designer's Response to the Road Safety Audit dismisses pedestrian and cyclist safety concerns and relies on driver responsibility, with road traffic accident statistics demonstrating such faith to be misplaced
- (vii) Detailed comments are raised in respect of each of the access drawings, which include concerns over insufficient carriageway and bus lane widths

(SK101, SK104/5, SK108) and footway widths (SK102), the discontinuous footway on the south side of Llantrisant Road and provision of a slip lane downhill (SK102), inadequate length of outbound right turn lane with effect that junction will be 'clogged up' on school-day mornings (SK104/5), that queues could be eased by a right turn lane to the school, inadequate forward visibility for outbound traffic on Llantrisant Road when approaching the new minor road junction on its south side (SK106), inappropriate off-centre design of this minor road junction's roundabout (SK106), the position of the pedestrian / cycle crossing adjacent to the footway into Heol Aradur should be relocated due to visibility concerns (SK106), provision should be made for future widening of Llantrisant Road if and when further development to the West is allowed (SK108).

- (viii) A previous traffic analysis published by the Council showed that if the Western Avenue junction was to continue to function all inbound traffic on Llantrisant Road would have to turn right at Waterhall Road and proceed through Fairwater. The development makes no provision for this. Cardiff has a statutory obligation to facilitate the flow of traffic on the network, but conditions will worsen if this development is allowed and will represent yet another example of the Council failing to plan for the future.
- (ix) At the very least, condition this application to include the facilities necessary to protect the public from the impact of the development.

6.36 **St Fagan's Community Council** objects to the application and note that they fully support the comments of the North West Cardiff group of which they are a member. In response to the further information/ additional information of September 2015, the Community Council confirm their earlier objection, and object on grounds summarised below:

- (i) Loss of grade 3a agricultural land
- (ii) No development should be allowed until a sustainable transport plan for the region is developed and implemented, including a real rapid transit system capable of moving significant numbers of people quickly, not merely bus lanes and priority measures. The application should be refused until the system is operational. Only then will developments be sustainable.
- (iii) The updated Non-Technical Summary still claims '*the site is accessible by a number of non-car modes, including walking, cycling, bus and rail. The proposed development will not have a material effect on any of these transport networks*'. The 630 extra houses will produce significant additional traffic and add considerably to congestion.
- (iv) The intersection of the B4262 and the A4119 is already congested and the proposed traffic pooling arrangements will only add to the problems.
- (v) Welcomes the lower density of dwellings proposed for some areas, but concerned that many properties will be 3-4 storeys that will dominate the skyline.
- (vi) Concern at the continuing lack of consultation with the local community.
- (vii) If the school and community facilities are not provided as proposed within 5 years, the land should revert to the Community Council and not remain with the developers.

6.37 **Marshfield Community Council** advises that they have no observations to make.

7. **REPRESENTATIONS**

7.1 **Cllr Neil McEvoy and Cllr Lisa Ford** request a site meeting or meetings given the size of the development.

7.2 **Cllr Paul Mitchell** objects on the following grounds:

- (i) the existing infrastructure cannot support the traffic pressures generated by the proposed development and that proposed at Land South of Pentreban Road (up to 290 dwellings), with over 900 dwellings causing serious congestion at peak times through the ward, especially St Fagan's Road towards Waungron Road.
- (ii) the proposed creation of a route being opened up into cul-de-sacs of Vista Rise and Sundew Close.
- (iii) the proposed creation of 'possible links to further developments' that point to the farm and land south of the reservoir being developed in the longer term. Would like to register the concerns of residents of Ashdene Close and Restways Close that these road links will lead to high levels of rat running to and from Llantrisant Road on top of the traffic generated by these car-centric estates.

7.3 **Cllr Roderick McKerlich** advises that he would like to speak at Planning Committee and objects to the application, as originally submitted, on the following grounds:

- (i) a plot of 11.19 ha north of Llantrisant Road is too small to permit the development of 350 houses which will be in keeping with the Parc Radyr development, let alone the houses on Heol Isaf which will neighbour the development
- (ii) the roads in the area are already operating beyond their capacity; this applies to the main roads through Llandaff and St Fagan's and to Heol Isaf in Radyr. He reports that at 8:30 traffic travelling north on Heol Isaf there was queuing for nearly a mile on the approach to Ynys Bridge.

7.4 **Cllr Roderick McKerlich** suggests various improvements should the application be recommended for approval, summarised as follows:

- (i) Pelican crossing on Heol Isaf near Min y Coed
- (ii) Windsor Road: create a pavement on the west side of the bend
- (iii) Old Church Rooms extension and refurbishment.
- (iv) Radyr Primary School - an additional classroom and an extension to the school hall
- (v) Radyr Station - a 2 storey car park
- (vi) Pelican crossing in village centre: near entrance to church and health centre, but this is noted to be less important than that at Min y Coed
- (vii) Golf Club Lane – preferable that this becomes a safe pedestrian and cycle route into Radyr Station
- (viii) Radyr Cricket Club – improvements to changing facilities.

7.5 **Cllr Roderick McKerlich** provides additional objections/ representations in response to the further information / amended plans of September 2015, summarised as follows:

- (i) Heol Isaf – given the 7.5 tonne weight restriction on vehicles, a condition is recommended to require that all vehicles above 7.5 tonnes for the site must access the site without going along any part of Heol Isaf, Radyr
- (ii) Request to be consulted about the S106 package if approved
- (iii) Objects to the proposal to create vehicle access onto Heol Isaf at dangerous points, which would create “rat runs” through the development as motorists seek to avoid bottlenecks created by the traffic management measures
- (iv) The hedges screening Radyr Comprehensive should not be removed, nor should hedgerows H12, H2 and Part of H8
- (v) Heol Isaf is not wide enough for the creation of a 3 metre cycleway
- (vi) Surface water run-off is a major issue as there have been several instances of properties along Heol Isaf and in near offshoot streets being flooded recently. Questions whether the drainage system is capable of dealing with predicted additional run-off
- (vii) The proposed density of housing is excessive, even after the minor adjustment, in the areas to the west of existing houses on Heol Isaf. This density is not in keeping with existing properties on Heol Isaf or indeed the Parc Radyr development
- (viii) The proposed traffic management at the south end of Heol Isaf will create queues on Llantrisant Road which will prevent residents of Parc Radyr houses gaining access to Llantrisant Road at morning peak times.
- (ix) Objects to the proposed barrage of 3 storey buildings and removed hedge to the west of Heol Isaf, which combined with the rising land, will form an entrance that is out of keeping with a semi-rural village and the established houses beyond The Thatch.

7.6 **Cllr Roderick McKerlich** advises that he would like to speak at Planning Committee and provides the following additional comments in relation to the flood risk concerns raised above:

Having read the literature I am even more concerned about the risk of flooding. [SUDS] are normally installed below housing, typically on a potential flood plain but Redrow intend installing them above the level of existing housing. This has 2 risks:

- (i) *If the capacity plus drainage rate is not able to handle rain flow they will overflow onto the houses below; there are no figures which demonstrate that they will cope , modelling the effect of severe rain fall on a 100 year cycle.*
- (ii) *The literature makes it plain that SUDs require regular effective maintenance if they are to operate properly. Who will maintain them after the streets and drainage are adopted? What will be the maintenance regime and who will enforce it?*

7.7 **Cllr Roderick McKerlich** raises the following further concerns:

Given recent national flood problems this is now an even greater concern. Can I have a link to the hydrological data showing the catchment area to be drained by each su/Ds, the 100 year rainfall event with which it should contend,

the total resultant volume of water , the rate at which the su/Ds can drain this off, and the diameter and location and discharge points of the exit drains. I would also like a copy of the ongoing maintenance regime of each su/Ds including the period after adoption.

On a different but related matter, has the terrain been subject to a geological assessment? A large sinkhole has appeared in a nearby field (this sinkhole is in land proposed for development arising from the LDP) to the west of the field below the Thatch which is the subject of this application. There have been a number of such large holes on the site of Radyr Comprehensive which lies close on the north east side.

7.8 **Cllr Roderick McKerlich** raises the following further concerns:

23 Llantarnam Drive, Parc Radyr was constructed and sold by Messrs Redrow about 15 years ago; the house is situated at the bottom of a slope comprising agricultural land. In this regard it is in a similar situation to new homes seeking planning approval under 14/02157. During rainfall the garden becomes waterlogged by green run-off but in recent rain a torrent is running through the garden and onto the main road; in freezing weather an ungritted but heavily used road will be covered in a sheet of ice. This was reported to Redrow and the issue was investigated by CC officers. The Redrow response is appended; Given the risk of the new development flooding existing homes on Heol Isaf as well as new homes below farm land, I think that this response is relevant to the new planning application. (Redrow's response to the matter was that the property is well outside the NHBC warranty completing in 2001 and that Redrow are unable to assist, but advised the occupiers that they can take advice from NHBC.)

7.9 **Cllr Gareth Aubrey** endorses the detailed objections submitted by the Llandaff Society, Danescourt Community Association, the North West Cardiff Group and Rhondda Cynon Taf County Borough Council. Cllr Aubrey advises that he would wish to speak at Planning Committee.

7.10 The **Radyr and Morganstown Association** submitted a valid 686 signature strong **petition of objection** to the application on grounds that the application is premature and should not be considered in advance of the determination of the Cardiff LDP, that it does not provide for the necessary traffic handling / public transport infrastructure required for such a large development and that traffic chaos will result.

7.11 104 letters of objection were received in response to the **initial public consultation** from residents of Llantrisant Road, Heol Isaf, Graig Lwyd, Ty Parc Close, De Clare Drive, Llantarnam Drive, Bates Court, Ty Mynydd Close, Drovers way, Clos Tylaway, Maes y Crofft, Restways Close, Vista Rise, Min y Coed, Windsor Road, Windsor Avenue, Windsor Crescent, Sycamore Tree Close, Goetre Fawr, Woodfield Av, Llwyn Drysgol, Taff Terrace, Junction Terrace, Llantarnam Drive, Herbert March Close, Bryn Castell, Old Mill Drive, Lowben Drive, Bishop Hannon Drive, Windsor Clive Drive, St Fagans Drive, Parc y Bryn, Dan y Bryn Close, Radyr Farm Road and Clos Llewellyn and 28 of unspecified address, and from St Fagans National History Museum, Cardiff Civic Society, Radyr and Morganstown Association, Radyr and Morganstown

PACT, Campaign for the Protection of Rural Wales, Parc Radyr Management Company Limited, North West Cardiff Group, Danescourt Community Association and the Llandaff Society who raise objections on the grounds set out below. (It is noted that the objections from the North West Cardiff Group, Llandaff and Danescourt Community Association reflects that of R&MCC reported above and that those same points are not re-stated here.) The objections are summarised as follows:

Process / Approach / Principle of development

- (i) Prematurity, on grounds of submission before the LDP and Community Infrastructure Levy (CIL) are adopted. The impact of development cannot be quantified until the LDP process is concluded and until then the application cannot be assessed against any relevant policy framework. The application ignores the LDP and many aspects of the proposal conflict with it. The sites are not consistent with the LDP Masterplanning principles. The LDP is unsound.
- (ii) The site is part of Strategic Site C in the LDP with plans for 5000 new homes. All three of NW Cardiff's strategic sites (with up to 11,650 new homes) will have direct access to the A4119; it is irresponsible to consider this application without recognising the wider planning context in the LDP - development must be considered as a whole and not piecemeal. Planning applications 14/02157MJR, 14/02188MJR and 14/02733MJR together comprise Strategic site C and should be considered together.
- (iii) The need for housing cannot justify unsustainable development. There are other suitable sites available - Wiggins Teape and Bessemer Road (up to 2000 dwellings).
- (iv) National planning policy requires the Council to take into account the loss of agricultural buildings in agricultural use, the value in planning terms of existing agricultural tenanted buildings, and the policy preference to retain rural buildings for their original use or put to a new agricultural use. Planning policy and case law also requires the Council to take into account the occupiers personal circumstances.
- (v) Up to one year's notice needs to be given to the tenant of Maesllech Farm upon planning permission being received for the use of the farm for non-agricultural purposes.
- (vi) The Environmental Statement (ES) has failed to consider the indirect and cumulative effects of the application, notably the 3 strategic sites in North West Cardiff and redevelopment of the BBC. The study area for the socio-economic assessment in the ES is not appropriate, leading to an inaccurate assessment of the significance of effects; the assessment should consider impacts within North West Cardiff, rather than the city as a whole.
- (vii) Much of the Design and Access Statement is not specific to the site.
- (viii) The application says that there has been consultation with the community, which is not true. It is not sufficient to rely on the LDP consultation. Concern that the LDP consultation process - which generated significant local objection - has been ignored and the LDP bulldozed through.

- (ix) The Council has failed to notify residents immediately bordering the site.
- (x) Cardiff Civic Society advise they are promoting a series of 'garden city' and 'garden village' type new communities along the route of and integrated with the proposed rapid transit facility north west of Cardiff. Once the rapid transit is in place, the core of the wider strategic site could become such a settlement and fulfil the criteria for new housing sites set out in PPW but the outer fringes do not have that potential. Such suburban extensions, of which the northern parcel of the application site is indicated to be part of, will be too far from existing stations and proposed Metro stations to become anything other than 80% car dependent communities, with the same noted to apply to existing and proposed local facilities of which there are none proposed in such areas. Land North of Llanrisant Road is compromised by the proximity of Radyr Golf course and forms a rural gateway to that village. CCS suggest that those areas should be omitted from any planning approval for development and should be instead defined as Green Wedges, preserving the physical integrity and character of both the new settlement and adjacent suburbs of Cardiff. No development should take place on the wider site until the mode and route for the Rapid Transit arrangements for the wider site are confirmed – the development of the wider site must be phased in tandem with the Rapid Transit provision. There is a need to reserve space for Rapid Transit stations, car parks and a tram depot as well as tracks in any planning consent.

Socio-economic matters

- (xi) Failure of profit driven developers to take into account local feelings.
- (xii) There is no need for further housing.
- (xiii) The proposals are not in the public interest, are unsustainable, ill conceived, and do not sufficiently consider the infrastructure and other needs of existing and proposed communities.
- (xiv) Increased pressure on local shops, schools, local health provision and community facilities. Inadequate provision for schools. Concern that children of new residents could displace and disadvantage the children of existing residents, and that delays in phasing of the school will lead to pressure on local schools.
- (xv) Lack of trust that the developer will deliver the school and community spaces, based on experience at Radyr Sidings. Certainty of delivery is needed, together with confirmation that the Council has the resources to run them.
- (xvi) Loss of quality of life, and harm to the standard of living, and amenities of neighbouring and future residents, and Radyr village community. Harm to the setting of Radyr village.
- (xvii) Infringement of Human Rights Act.
- (xviii) Harm to house prices and ability to sell homes.
- (xix) Affordable housing will lead to social behaviour issues, increased crime and disorder, and a reduction in property values.
- (xx) The development would not deliver affordable housing.

- (xxi) Harm to neighbouring amenity from loss of privacy from overlooking, light and overshadowing, due to close proximity of new dwellings to existing housing and topography, and from noise from traffic, disruption/noise/dust during construction and increased population.
- (xxii) Conditions should be imposed to control construction, including hours of operation.
- (xxiii) Harm to families farming on affected land, including the local tenant farmer of Maesllech Farm and his family, who will lose their homes and livelihood after 60 years and who expected security of tenure with his family for up to the next 60 years, as his son and grandson are entitled to apply for succession under the Agricultural Holdings Act 1986. The loss of the farm would disposes three people of their livelihoods and accommodation. As tenant farmers they would have to be re-housed, as their compensation is minimal. The tenancy agreement requires the tenant to live in the farmhouse, so he has no other accommodation. Harm to the viability of Maesllech Farm if parts of it were removed. Concern of the minimal compensation due to the tenant farmer of Maesllech Farm for the loss of a 3 generation tenancy of 260 acres, loss of family accommodation (farmhouse and two cottages) and their careers. The amount of compensation would not even buy 5 acres of land.
- (xxiv) Harm to the Cardiff economy from increased congestion and transport issues. Harm to existing residents due to increased traffic. Impact on childcare with parents having to leave earlier to get to work.
- (xxv) Destruction of our children's future.

Design, Heritage, Countryside, Landscape, Agriculture, Ecology, Water

- (xxvi) Overdevelopment and excessive density of development. Harm to local character; the scale, proportion, density and design of development does not respect local context.
- (xxvii) Harm to landscape and visual impact. Loss of green fields and countryside, and harm to the open, rural, underdeveloped and 'semi-rural' character of the area. Brownfield sites should be used instead.
- (xxviii) The application ignores the principles of a green belt - harm to the village character of Radyr and Radyr Parc from loss of greenfield land separating Radyr from Cardiff. Some gaps between urban areas are needed.
- (xxix) Harm to the character of St Fagans and Radyr from increased traffic.
- (xxx) Harm to the character and setting of the Grade II listed building. The adjacent open space /play area is preferable to houses, but tokenistic.
- (xxxi) The setting of the scheduled monument in the study area has not been described and therefore the impact on this isn't specified.
- (xxxii) Harm to habitats (direct habitat loss and severance/ fragmentation of habitat connectivity) and species, including bats. Radyr has protected snails, concerns over which blocked the development of a house in Woodfield Avenue in 2006.

- (xxxiii) The bat survey was undertaken in 2013 and should be reassessed, in light of significant increase in bat activity noted in 2014.
- (xxxiv) Loss of scarce and valuable prime agricultural land - land at Maesllech Farm is the only arable land in the deposit LDP Strategic Sites - Grade 3a with some Grade 3b.
- (xxxv) Increased risk of flooding. Specific problems reported in respect of houses in Herbert March Close during and after construction, with measures needed to reduce surface water run-off into the field behind the petrol station on Llantrisant Road and into Herbert March Close, including during the construction phase. Reports that houses in Herbert March Close have been flooded and been at risk of flooding several times, with details provided of the occurrences in 1997/78, October 2000, November 2006, January 2007, March 2007 and December 2012.

Highways, Transportation, Safety, Air Quality, Noise and Vibration

- (xxxvi) The TA is fundamentally flawed and misleading. Impacts are not properly assessed or mitigated, with the underlying assumptions biased and the traffic surveys flawed and unrepresentative, leading to an underestimation of car use and traffic impact. The application assumes a 50/50 mode split but this is not justified or evidenced. Information provided on bus and train services and facilities is inaccurate, and their attractiveness overstated. Walking and cycling strategies are based on unrealistic distances to shops, services and rail stations. The TA doesn't recognise the existing problem of congestion or accurately portray the morning peak period.
- (xxxvii) The transport strategy is unsustainable and the premise on which it is based - that congestion will force sustainable travel - is wholly inappropriate without attractive and safe options being in place.
- (xxxviii) Serious increase in traffic, congestion, rat running and journey times on an already seriously congested road network, particularly at peak periods. Cumulative impact from other development in North West Cardiff will worsen the situation. Harm to refuse vehicles and emergency vehicles from increased congestion.
- (xxxix) Increased congestion on buses and trains.
- (xl) Increased congestion from new crossings proposed on Heol Isaf and Llantrisant Road, and the replacement of the Heol Isaf/ Llandaff Road junction roundabout with traffic lights.
- (xli) Exacerbation of problems experienced by residents on Heol Isaf in accessing / exiting their properties.
- (xlii) Exacerbation of noise, pollution and road safety problems, particularly along Llantrisant Road and Heol Isaf and in the vicinity of schools.
- (xlili) Exacerbation of parking problems off-site, including overflow on-street rail passenger parking in Radyr, with inadequate enforcement and associated road safety problems. Concern that there will be inadequate provision for parking within the site, leading to overspill parking on Clos Parc Radyr.
- (xliv) Impact of construction and HGV traffic on integrity of local roads, road safety, air pollution and health. Damage to Heol Isaf (which has

- a 7.5 tonne weight restriction) from HGVs travelling illegally through Radyr and Morganstown. Frequent bursts to water mains reported along Heol Isaf, causing further congestion due to road repairs.
- (xiv) The proposed through road to Vista Rise will turn a quiet cul-de-sac into a busy road and result in safety problems, noise pollution, crime and anti-social behaviour. Parents will use Vista Rise as a drop off area during the school run.
 - (xlv) Inadequate provision for public transport. Buses will be subject to the same traffic problems and delays encountered by cars, reducing its attractiveness as an alternative. There needs to be integration of services, in terms of timetabling and pricing.
 - (xlvii) Inadequate provision for pedestrians. Inadequacy of Llantrisant Road as a safe walking route.
 - (xlviii) Inadequate provision for cyclists. The TA fails to acknowledge existing difficulties and dangers, including poor links with existing cycle routes, and limitations of Llantrisant Road and the Taff Trail. The narrowing of Llantrisant road to accommodate footpaths will worsen conditions.
 - (xlix) More investment is needed to the road network, with more lanes to improve car flow, not a new restriction in the form of a set of traffic lights. There is no bus lane or the possibility of providing one.
 - (i) The development will constrain the Llantrisant Road corridor and any future improvements heavily compromised, with considerable implications for the success of the LDP.
 - (ii) Concern over the safety of the proposed access from the southern parcel, allowing no opportunity for future residents to gain access to moving traffic, leaving them trapped.
 - (iii) Inappropriateness of the traffic management proposals to 'gate' cars to hold back traffic and reduce congestion into Cardiff - it would have a significant impact on local people, notably the residents of Parc Radyr who would become trapped, with implications for public services and emergency vehicles. Concern that this proposal has been deliberately buried to avoid scrutiny and is flawed, in that it would add to local congestion, with minimal impact on traffic congestion further into the city. It is a major flaw to use this policy on relatively minor road - elsewhere it is used properly on major arterial routes e.g. Bristol and the M32.
 - (liii) There are errors / omissions in the highway drawings.
 - (liv) Harm to air quality, and exacerbation of existing poor air quality, particularly along walking routes to schools and in Llandaff and its Air Quality Management Area, which the Council acknowledge has worsened in its June 2014 report 'Further Assessment Llandaff AQMA'. Concern over the adequacy of the air quality assessment.
 - (lv) Unsustainable development, given the lack of sufficient and realistic transport infrastructure improvements and alternatives to the car to deal with the impacts and get even close to 50:50 mode split. The developer has not proposed to fund the mitigation identified in the LDP.
 - (lvi) The application should be refused to allow time for a sustainable plan for NW Cardiff to be developed with the Metro. Need for the

developer to deliver the required transport infrastructure and road improvements to deal with congestion from day one to create sustainable travel behaviour.

- 7.12 43 objections / representations were received from residents of Radyr Farm Road, Heol Isaf, Ty Parc Close, Graig Lwyd, Plas Y Mynach, Oak Tree Close, Llantarnam Drive, Dan Y Bryn Close, Llwyn Drysgol, St Fagans Drive, Timothy Rees Close, Edward Clarke Close, Heol Urban, Alan Durst Close and a number of unspecified address, and the North West Cardiff Group, the Llandaff Society, the Radyr & Morganstown Association, Danescourt Community Association in response to the further information/ amended plans of September 2015. (The comments of the North West Cardiff Group reflect those of the Radyr and Morganstown Community Council, set out above and these are not repeated here.) These reflect objections previously raised, which are not re-stated. The new objections raised are summarised as follows:

Process / Approach / Principle of development

- (i) The additional information does not address the many issues raised.
- (ii) Support for the response from R&MCC and all concerns raised.
- (iii) Questions whether the letters of objection or petition will be responded to formally in writing by the Inspector, and whether they have been appointed to rubber stamp the wishes of the Council or Welsh Office
- (iv) There would be many more objections if residents in the larger community (e.g. Llandaff) and commuters using Llantrisant Road and Heol Isaf were consulted.
- (v) Difficult to comment fully as the plans are being continually amended.
- (vi) Reaffirms that the Radyr & Morganstown Association requests the right to speak at Planning Committee, further to the submission of their 686 signature strong petition of November 2014.
- (vii) The application should be refused to allow time for a proper assessment of the impact to be carried out.

Socio-economic Matters

- (viii) Welcomes the addition of two new community centres
- (ix) If approved, the school and community centre should be provided early on and have good footpath access so pupils from the new housing can attend and overcrowding at existing primary schools.
- (x) If approved, the s106 should include a clause that if the school and community centre are not built, the land allocated for such uses will be transferred to the ownership or long term management of the local Community Council .
- (xi) Concern over the dangerous location of the school, positioned adjacent to ponds and swales, and a supermarket.
- (xii) Excessive provision for affordable housing, given other developments have a 10% or nil provision, with questions as to how this has been influenced by s106 negotiations.
- (xiii) In respect of the sale of the land, questions whether the landowner can roll over the capital gains by acquiring new agricultural land and be able to retain all the profits tax free - if so, this needs to be taken into account in the s106 negotiations and consideration of density of development.

- (xiv) Construction impact could adversely affect the area for 15 years.
- (xv) The proposal includes access to a supermarket on land outside the red line, which is clearly designed to become a retail park.
- (xvi) The supermarket and small commercial units provided outside the red line are insufficient to provide the self-contained community the applicants indicate will be created.

Design, Heritage, Countryside, Landscape, Agriculture, Ecology, Water

- (xvii) Welcomes the protection of views / retention of a sense of openness from the Thatch.
- (xviii) Welcomes the lower densities to the west of existing homes on Heol Isaf.
- (xix) Concern over building heights, with houses along Llantrisant Road reaching 3.5 storeys and an area of 4 storeys, and 3 storeys along Heol Isaf deemed to be completely inappropriate and out of keeping. Concern over impact of building height on The Thatch.
- (xx) Concern over / no justification for the loss and replacement of hedgerows, which are important for bio-diversity, to the rural character of Radyr, privacy, and in reducing air and noise pollution. The removal of the hedge along Heol Isaf up to the The Thatch will severely detract from the entrance to Radyr. The hedgerow screening Radyr Comp should remain. Retaining the hedgerow close to the roundabout would provide protection and a safety barrier to the proposed pool, allowing it to become a haven where people can relax.
- (xxi) The need to retain and delineate the traditional 'rural gateway' to Radyr from the Llantrisant Road/ Heol Isaf junction.
- (xxii) View that 2 trees (T50 and T51), located adjacent to The Thatch and which are local landmarks and have high habitat value possibly even for bats, warrant special protection through Tree Preservation Orders.
- (xxiii) Pleased that the species rich nature of the site's hedgerows has been acknowledged, but surprised and disappointed that H6 is classified as poor, given the variety of birds that inhabit the hedge.
- (xxiv) Impact on hedgehogs - the garden of The Thatch supports a hedgehog population, which are noted to be in sharp and worrying decline in part due to habitat loss, and concern that the developer should make the development hedgehog friendly.
- (xxv) Reminds the Council of its existing duty to conserve biodiversity under the Natural Environment and Rural Communities act 2006 and new duties under the Well-Being of Future Generations (Wales) Act 2015.
- (xxvi) Concern that Radyr and the lower part of Heol Isaf is prone to flooding and the development will exacerbate this. Concern over potential for waterlogging, flooding/subsidence to properties and Radyr Farm Road, landslides, ground compression and ground water quality contamination from the SUDs proposed to the rear of 82- 92 Heol Isaf, whose base would be above ground floor levels and its surface, level with the first floor. Concern SUDs will not be

maintained. SUDS can perform badly due to blockages, lack of maintenance, and poor design. Existing problems of surface water run off during heavy rain to Radyr Farm Road noted, with large quantities of mud, stones and other debris deposited on the road, causing a hazard to vehicles and pedestrians. Problems resulting from inadequate drainage to new developments have been experienced in the Radyr area, with major work is required to stabilise the land and property adjoining the railway land. The SUDS should not be permitted and the excess water directed into the drainage system. The developer should replace existing drains and ensure drainage infrastructure is suitable to avoid cost of rectification falling on ratepayers.

(xxvii) Concerned the SUDs behind Heol Isaf will be an eyesore.

Highways, Transportation, Safety, Air Quality, Noise and Vibration

- (xxviii) Questions whether the bridleway that runs along Radyr Farm Road will be directly affected / changed to an access road of any kind.
- (xxix) Concern over new proposal for potential vehicular accesses off Heol Isaf, leading to further traffic chaos on Heol Isaf and rat running to avoid the intersection of the B4262/A4119, and safety problems. A condition should be imposed to control this.
- (xxx) The Danescourt Way/ Waterhall Road/ Llantrisant Road junction will need traffic lights.
- (xxxii) The application takes into consideration the LDP proposals, including the requirement for a 50:50 modal split, which the Council does not appear to support, having approved significant car parking at the Media Centre, Central Square.
- (xxxiii) The Heol Isaf proposals will improve pedestrian movement and worsen traffic flow, and need to be the subject of public consultation and should not be part of this planning application.
- (xxxiv) The proposed mini roundabout at Radyr Comprehensive ignores their one-way system and problems at the end of the school day.
- (xxxv) The primary school is located furthest away from most dwellings, which, coupled with the dangers of crossing Llantrisant Rd, will encourage car use.
- (xxxvi) A sensible parking policy is needed to prevent overspill parking.
- (xxxvii) Without a new junction to access the M4, Radyr will become a short cut to access the M4.
- (xxxviii) The possible future residential access onto Heol Isaf should not be used as construction traffic access.
- (xxxviiii) The Masterplan should be amended Masterplan to ensure access to the nearest station/ stop on the Metro and include a s106 contribution towards the metro, action to implement an Air Quality Action Plan and a contribution to public transport, health, education, sports provision, community facilities and the historic environment.

7.13 9 objections were received from residents of Radyr Farm Road, De Clare Drive, Heol Isaf, Llantarnum Drive, the Llandaff Society, the Danescourt Community Association and the North West Cardiff Group in respect of further information and amended plans submitted in October 2015. These repeat some

objections previously raised, which are not re-stated, and new objections are summarised below. The North West Cardiff Group and Danescourt Community Association raise many of the issues also raised by the Radyr & Morganstown Community Council above, and only new points are summarised below.

Process / Approach / Principle of development

- (i) Support comments/objections raised by North West Cardiff Group and R&MCC. The Llandaff Society reaffirms its previous objection.

Design, Heritage, Countryside, Landscape, Agriculture, Ecology, Water

- (ii) Existing hedges along section of Llantrisant Road subject to highway proposals are generally of poor quality and proximity to footpath makes them a hindrance, safety concern and maintenance issue. Support for their removal subject to replacement.
- (iii) Plans show a more urban street layout. Whilst there are many good features, problems of access for emergency and commercial vehicles experienced at Radyr Sidings should not be repeated.
- (iv) See no reason to remove hedgerows on Heol Isaf other than to provide pedestrian access.
- (v) The green infrastructure proposed for the northern parcel is significantly less than that proposed for the south.
- (vi) Buffers around hedges should not be reduced.
- (vii) Concern over health and safety implications of having play areas adjacent to highways.
- (viii) Excessive and out of character density of development, even after minor adjustment.
- (ix) Questions whether area of restricted development around The Thatch is sufficient.
- (x) Would like further changes to protect wildlife, including areas to be set aside for safe, secure habitats. Questions whether hedgerows will be maintained to support the wildlife and whether protection will be given to hedgehogs.

Highways, Transportation, Safety, Air Quality, Noise and Vibration

- (xi) Provision for pedestrians and cyclists - Great improvements to footpath and cycle provision along Llantrisant Rd. Preference for proper separation between cycle routes and main carriageway, with routes to be designed to be an attractive alternative to on-road cycling with minimal interruptions and proper provision for maintenance. Not clear what the shared spaces shown are – would support if it is a path for use by cyclists and pedestrians.
- (xii) Interface with existing and proposed highways and developments along Llantrisant Road – improvements to east stop before the Danescourt (Waterhall) roundabout and are necessary to connect the site to the rest of the city – whilst this may fall outside the remit of the application, would object if this is not addressed in the requirements of the LDP and associated developments within its remit. To the west, would request that the separated cycleway/ footway provision be improved along the full length of Llantrisant Road to form a cycle super-highway.

- (xiii) Heol Isaf proposals – support the concept of improving Heol Isaf, but concern over limited detail and viability of works. Impact on parking along Heol Isaf and query as to whether residents have been consulted. Safety improvements should extend to Kings Road as far as Radyr Station, given key connection for public transport, walking and cycling. Concern over disruption during works.
- (xiv) Predicting how highways and traffic will work is a very uncertain process. Some contingency and risk planning should be allowed for.
- (xv) Highway improvements should be phased ahead of the new building works.
- (xvi) Designer's Road Safety Audit site visit on Sunday 28/06/15 and Monday 12/10/15, with no times given, cannot be representative or be used as a baseline for future prediction.
- (xvii) Designer's calculations of future traffic flows assume a 50/50 mode split and are, thus, predicated on un-achievably low traffic volumes.
- (xviii) The bus lanes will not make any real difference to bus journey times.
- (xix) The toucan crossings are welcomed, but the zebra crossing near the petrol filling station is unsafe for pedestrians and cyclists given traffic levels.
- (xx) Concern that the Designer's Response underpinning the amendment dismisses pedestrian and safety concerns and relies on driver responsibility. Provision for safe crossing facilities must be addressed by condition if the Council is minded to approve the application.
- (xxi) Concern that a 2m footway along Llantrisant Road south of the junction with Danescourt Way is not capable of accommodating cyclists, as the Response suggests. Its widening should be addressed as a condition as part of off-site infrastructure required to mitigate its impact.
- (xxii) Request inclusion of capital and revenue contribution to increase bus services in the s106, in addition to bus lay-bys and shelters.
- (xxiii) Detailed comments on the proposed traffic signals at the Llantrisant Road / Heol Isaf / Site Access junctions, including that: the junction will be considerably overloaded and will fail to operate as intended and should be rejected, there are discrepancies in the documents, the analysis of the junction is inadequate and that Linsig can grossly underestimate long queues, if the junction is intended as the main access for a larger development much greater flows should be used, the junction design makes no allowance for the limited accuracies of demand and capacity prediction, the squaring up of Heol Isaf will only result in an effective approach angle increase to a substandard angle of about 45 degrees, the queue up Heol Isaf on schoolday mornings could be eased by a 3m right turning lane to Radyr Comprehensive - this may remove the overload from the junction but without it the junction cannot function properly and the application should be refused.

8. **ANALYSIS**

8.1 The key issues for consideration are:

(i) The Principle of Development of this Greenfield Site, taking into Consideration Policies to Protect the Countryside

8.2 At the time the application was submitted, the proposed development of this greenfield site, outside of the settlement boundary of the City of Cardiff Local Plan, would have been contrary to local and national policies designed to protect the countryside. However, this position has changed with the adoption of the Local Development Plan on 28th January 2016. The application site now lies within the settlement boundary and forms part of Strategic Site C (North West Cardiff), allocated in the LDP under policies KP2 and KP2 (C) and defined on the Proposals Map. As such, the principle of the development of this greenfield site is firmly established. Whilst the site appears as countryside, it does not constitute countryside under the LDP definition of countryside as '*land located outside the settlement boundaries as identified on the LDP Proposals Map*' (para 5.68). As such, objections received on grounds of loss of countryside cannot be sustained. Neither can objections put forward on grounds of prematurity prior to the adoption of the LDP or the lack of an up to date policy framework.

8.3 The proposed development of this greenfield site is welcomed. The LDP strategy relies on the release of greenfield land - and particularly the greenfield strategic sites - to meet the required level of growth, to deliver a range and choice of housing and jobs, and to contribute to the wider provision of strategic infrastructure - made possible through the economies of scale resulting from the strategic sites - to the benefit of the city and wider city-region as a whole. The development of this site, ahead of the remainder of the strategic site C, will help deliver the required level of housing growth at the required rate. As demonstrated further below, the proposal accords with the LDP masterplanning principles (policy KP4) and the key policy for the strategic site (policy KP2 C), is consistent with the Schematic Framework for the Strategic Site identified as part of policy KP2 (C) and will not prejudice the delivery of either the remainder of the strategic site or the potential delivery of the planned Metro (policy T9). Whilst submitted in advance of the main application (14/02733MJR), the application is consistent with the envisaged phasing of the wider site, with this application forming initial development focused to the east along Llantrisant Road, consistent with policy KP2 (C). Taking the above into consideration, third party objections put forward on grounds of inappropriate, piecemeal development cannot be sustained.

(ii) The Loss of Agricultural Land, Including BMV Land

8.4 The development of this site would lead to the loss of best and most versatile agricultural (BMV) land. National planning policy on the conservation of agricultural land is set out in PPW (July 2014) and the accompanying TAN 6: Planning for Sustainable Rural Communities (2010). Paragraph 4.10.1 states that land of grades 1, 2 and 3a in the Agricultural Land Classification (ALC) system is the best and most versatile agricultural land should be conserved as a finite resource for the future. The paragraph advises that:

‘considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations. If land in grades 1, 2 or 3a does need to be developed, and there is a choice between sites of different grades, development should be directed to land of the lowest grade’.

- 8.5 Paragraph B2 of Annex B of TAN 6 reminds LPAs of the requirements for consulting the Welsh Government. At the development plan level, KP18: Natural Resources requires development proposals to take full account of the need to minimise impacts on the city’s natural resources, which extends to the protection of the best and most versatile agricultural land (i).
- 8.6 The site comprises a mixture of grassland let for hay and arable land contract-farmed for the Applicant, as well as pasture fields of Maes y Lech Farm. The proposal, as amended, would result in the loss of 17.9ha of BMV land, all of which falls within the grade 3a agricultural land category. Whilst this is the poorer grade within the best and most versatile category, it is never-the-less some of the better land in the area and its loss is accepted in the ES as being a significant environmental effect (moderate adverse). The application would also result in the loss of 8.1 ha of grade 3b land, agricultural land which is not defined as BMV land. The proposal would also result in the removal of circa 8.7ha of land from use by the tenants at Maes-y-Lech farm (equivalent to 9.6% of the land at the tenant’s disposal). This is identified in the ES as having a significant affect (moderate adverse) on the farm business. The objections raised in relation to the loss of agricultural land and the resulting harm to the tenant farmer and his family are acknowledged.
- 8.7 Notwithstanding the above and as previously noted, the site now forms part of the land use allocation Strategic Site C (North West Cardiff) and, therefore, the principle of the loss of the agricultural land is firmly established. The land use allocation also establishes the principle of the loss of Maes-y-Lech farm from the tenant’s use. Indeed, in light of the adoption of the LDP, the Department for Natural Resources, Welsh Government, have now formally withdrawn their earlier objections. In respect of other related third party objections, the application would not result in the direct loss of any agricultural buildings in agricultural use, as argued, as none fall within the application site. Taking the above into consideration, an objection on grounds of loss of agricultural land or its impact on the tenant farmer and his family could not be sustained.

(iii) Impact on Wildlife and Habitats

- 8.8 The conservation of biodiversity and, in particular, the conservation of native wildlife and habitats, and the safeguarding of protected species are key Welsh Government objectives set out in PPW for the conservation and improvement of the natural heritage (para 5.1.2). PPW recognises the role of development in creating new opportunities to enhance biodiversity, prevent biodiversity

losses, or compensate for losses where damage is unavoidable. It also recognises the importance of minimising or reversing the fragmentation of habitats and improving habitat connectivity through the promotion of wildlife corridors, whilst ensuring development minimises species and habitat impact (para 5.2.8).

- 8.9 At the development plan level, policy KP16 provides a framework for the protection, enhancement and management of Cardiff's natural heritage assets, including its biodiversity interests. KP4 requires major development to accord with the 'Masterplanning General Principles' including the need to ensure that *'multi-functional and connected green open spaces form strategically important links to the surrounding area to provide routes for people and wildlife and open spaces for sports, recreation and play'* and to *'sympathetically integrate existing landscape, biodiversity and historic features of the site into the development taking opportunities to protect, enhance and manage important features along with mitigation and enhancement measures to provide satisfactory compensatory measures'*. At a detailed policy level, policy EN5 provides protection for designated sites, policy EN6, protection for ecological networks and biodiversity features of importance, whilst policy EN7 provides for the protection of priority habitats and species. Policy EN8 provides for the protection of trees, woodlands and hedgerows for their amenity, natural and cultural heritage value.
- 8.10 The application site is not covered by any statutorily or locally designated wildlife sites. The Environmental Statement (ES) notes that the site is of relatively low ecological value overall, with few protected species and habitats identified. In coming to this view, detailed surveys were undertaken of the hedgerows and grassland, in addition to protected species surveys for birds, badgers, bats, dormice, reptiles and amphibians to determine the site's importance for wildlife. From the baseline survey work undertaken as part of the ES, the following 'valued ecological receptors' were identified for the assessment of potential ecological impacts - Cardiff Beech Wood SAC (approx 2150m N of the site), Hermit Wood LNR (approx 300m E), five local SINCS (within 1km radius), ponds, the network of hedgerows and linear trees/ scrub, woodland, mature trees, foraging and commuting bats, nesting birds and a population of slow worms. The Council's Ecologist has confirmed that sufficient information has been provided to allow the assessment of the ecological impact and that he supports the methodology used.
- 8.11 The ecological sensitives and features noted above have shaped the Green Infrastructure (GI) strategy for the site. The proposals, as depicted on the GI parameter plans and the GI Masterplan, have sought to retain and protect the above species by providing ponds, woodland and hedgerows with appropriate buffers, minimising habitat loss and creating new habitats. Biodiversity interests are proposed to be managed through a Green Infrastructure Management Strategy, the Heads of Terms of which are set out in the ES.
- 8.12 Responding directly to the concerns of NRW and the Council's Green Infrastructure Team that the application did not demonstrate appropriate provision for robust green corridors, the application has been amended to

include a strategic green corridor – known as the southern ecological corridor - along the southern boundary of the site. As noted in section 1 of this report, this corridor forms one of the six Key Public Spaces and a key element of the GI proposals. This strategic corridor would provide a valuable network of habitats that will be consolidated and enhanced through management measures to strengthen connectivity to surrounding habitats and safeguard the wildlife corridor for protected species. The corridor will include retained broadleaved woodland and ponds, the creation of a new pond to contribute to SUDs provision and habitat enhancement, in addition to the planting of additional species-rich hedgerows and wildflower grassland to further enhance wildlife opportunities. The southern ecological corridor is also proposed as a 'dark zone' in which a sensitive lighting strategy to protect bats would be secured by condition. The southern ecological corridor will allow for a habitat corridor to be provided from the Taff river corridor across the site to the reservoir and adjoining farm land in the short term, and, in the longer term, will provide for future opportunities for NE/SW linkages across the wider strategic site. A condition is recommended to fix the size of the southern ecological corridor. There is some concern that the minimum 30m width of 'dark corridor' identified on the parameter plan is not reflected along the full length of the 'dark zone' identified on the GI masterplan. It should be noted that the potential exists to extend the width of the southern ecological corridor further, where appropriate, as part of the wider masterplanning of the site, given the boundary of the 'southern ecological corridor' is bounded by that of application 14/02733MJR, which has not yet been determined.

- 8.13 Another key feature of the GI strategy is the 'Plasdwr Gateway Linear Park', on the southern parcel, which will provide a substantial parkland setting at the entrance to the development and a green link between Llantrisant Road and the wider development, and provide informal open space, new wildlife habitats, trees and planting, and SUDs. The other green Key Public Spaces (Llantrisant Entrance Green, Clos Park Radyr Approach and Clos Park Radyr Link), the green 'cruciform' with a 5th arm on the Northern parcel, the area of woodland to the south of the Thatch and proposals in respect of SUDs further contribute to the provision of multi-functional green infrastructure, and the promotion and enhancement of biodiversity interests on the site.
- 8.14 In order to protect and enhance the biodiversity interests of the site and ensure the successful integration of green infrastructure into the proposals, conditions are recommended to require Reserved Matter applications to accord with the GI parameter plans and to 'broadly accord' with the GI Masterplan. Central to the GI approach, is the recommended condition to require a Strategic GI Management Strategy to be submitted for approval for the application site as a whole, supported by a Detailed GI Management Plans, which are required to be submitted for each subsequent Reserved Matters site application. Conditions are also recommended to require a detailed landscaping scheme to be submitted for both the detailed highway proposals and future reserved matter applications, and the submission of a Construction Environmental Management Plan for each reserved matter site. A condition is also recommended to control the removal of hedgerows and trees to avoid

disturbance to nesting birds. The future management and maintenance of the green infrastructure will be secured via s106, as set out in Section 9.

- 8.15 With regards European Protected Species, whilst the surveys found no evidence to suggest that any dormice, great crested newts or bat roosts in buildings are likely to be affected by the proposals, a range of bat species were confirmed to forage across the site, as noted above, and a tree (T71) was noted to have potential to support bat roosts. In line with NRW advice, a condition is recommended to require pre-construction emergence surveys of that tree prior to any works commencing. The need for any further surveys can be considered as part of the discharge of the Strategic GI Management Strategy.
- 8.16 Reflecting the advice of the Council's Ecologist and NRW, the recommended conditions also require a lighting scheme for bats and a scheme for the construction of the proposed ponds and artificial water features. In order to protect the arboricultural resource and help ensure success of the landscaping schemes, conditions are also recommended to require the submission of a tree assessment (Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan), and a Soils Resource Survey and Plan. These plans will inform the Strategic GI Management Strategy and Detailed GI Management Plan. Reflecting other comments from third party objectors, the condition requiring the submission of a Strategic GI Management Strategy specifically requires proposals to be submitted for the protection of hedgehogs, in light of the inclusion of the West European hedgehog on the NERC Act 2006: Section 42 list of species of principle importance for conservation of biological diversity in Wales. A further condition requires boundary treatments to include opportunities to allow the free passage of hedgehogs.
- 8.17 Third parties have objected to the proposed loss of hedgerows and the impact of this on biodiversity interests. The ES addendum confirms that there is no net loss of hedgerow overall, with Figure 7.2: Hedgerow Impact Plan demonstrating a marginal net gain in hedgerow. It should be noted that this is a conservative assessment and that higher numbers could have been counted. (The ES assessment does not 'count' every tract of proposed hedgerow set out on the GI Parameter Plans and excludes smaller tracts that do not form part of the functional hedgerow network.) There is also significant tree and scrub woodland planting proposed by way of mitigation, which would greatly increase the amount and function of green infrastructure on site in contrast to the existing situation. The GI Masterplan shows approx. 430 large/standard trees and 170 small trees/shrubs, which can be compared with the loss of 46 trees and hedgerow items identified in the arboricultural assessment. It should also be noted that the hedgerow proposals have responded directly to strong concerns, from both Council's Ecologist and Tree Preservation Officer, over the long-term viability of the network of hedgerows originally proposed for retention. Officers emphasised the need to develop more robust green corridors, more able to withstand development pressures, rather than attempt to retain a tenuous and vulnerable network of hedgerows. The Council's ecologist has confirmed that the impacts upon hedgerows on the site have been adequately mitigated. Taking the above into consideration, an objection based on loss of hedgerows could not be sustained.

- 8.18 With respect to the third party objection raised that 2 trees (T50 and T51), located adjacent to The Thatch warrant special protection through TPOs, the Tree Preservation Officer has advised that both trees are to be retained as part of the development and there is no reason why they cannot be adequately protected from unacceptable harm, taking into consideration the recommended condition to require the submission of Arboricultural Method Statements and Tree Protection Plans at reserved matters stage. The low level of threat to both trees means that service of a TPO would not be expedient.
- 8.19 With respect to the third party objection in respect of Roman Snails, the Council's ecologist has confirmed that records indicate that the National Museum of Wales did find Roman Snails in Woodfield Avenue between 2003 and 2005, noting that at that time, the species would not have had legal protection, as protection of this species under the Wildlife and Countryside Act was only extended to Wales in August 2008. They advise that this species is now protected against intentional killing or injuring, against possession of animals, and against trade. To do any of these things would need a license, or rely on the defence that whatever one did was the incidental result of an otherwise lawful operation which could not reasonably have been avoided. The ecologist confirms that the animal's habitat is not protected, even if it did occur on the proposed development site. The matter has been brought to the consultant Ecologist's attention and addressed in the ES Addendum, which advises that the site is not considered to support significant opportunities for this species, owing to the limited extent of suitable rough grassland, scrub and woodland habitats. It is noted that effects and mitigation will be addressed using habitats and sensitive vegetation clearance for other protected species as a surrogate and that consideration will also be given to the legal protection afforded to Roman Snails. To reflect the above, the condition requiring the submission of a Strategic GI Management Strategy specifically requires consideration to be given to the protection of Roman Snails.
- 8.20 Taking into consideration the above and subject to the recommended conditions to mitigate potential adverse impacts, the proposed development would not lead to any significant environmental effects on any known habitats, species or ecological features of value. The conclusions of the ES in respect of ecology are accepted and the application is considered to be policy compliant. Moreover, the level of new wetland and grassland habitat proposed could deliver increased opportunities for wildlife thereby contributing to a net gain in biodiversity. The improvements to the Green Infrastructure proposals, secured through the amended plans are welcomed, with the scheme now demonstrating a multi-functional green infrastructure approach that goes to the heart of the scheme.

(iv) Whether There Would be Satisfactory Provision for Open Space

- 8.21 Recognising the importance of sport and recreation to our quality of life, PPW advises that the Welsh Government's main objectives include: the promotion of a more sustainable pattern of development by creating and maintaining networks of facilities and open spaces in places well served by sustainable means of travel; the promotion of social inclusion, improved health and

well-being by ensuring easy access to the natural environment and to good quality, well-designed facilities and open space; and providing innovative, user-friendly, accessible facilities to make our urban areas more attractive places to live, work and visit (paragraph 11.1.3). PPW also places a duty on LPAs to ensure that adequate land and water resources are allocated for formal and informal sport and recreation (paragraph 11.1.10). PPW promotes the multiple-use of open space and facilities to increase their effective use, and calls for those facilities to be sited, designed and maintained as integral parts of new developments (paragraph 11.2.6).

- 8.22 At the development plan level, policy KP4 requires major development to accord with the 'Masterplanning General Principles', which include the need to ensure that *'multi-functional and connected green open spaces form strategically important links to the surrounding areas to provide routes for people and wildlife, and open spaces for sports, recreation and play'*. Policy KP5 requires all new development to *'maximise[s] the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles'* (criterion v). Policy KP16 provides a framework for the protection, enhancement and management of Cardiff's natural heritage assets and requires proposals to demonstrate how green infrastructure - including open space and play areas, growing spaces - has been considered and integrated into the proposals. At a more detailed policy level, policy C5 sets out the requirements in terms of provision for Open Space, including provision for children's play. The Council's 'Open Space' SPG requires the provision of a satisfactory level and standard of open space on all new housing developments.
- 8.23 The application provides for varied outdoor play opportunities for children, including private gardens, residential streets and local green spaces, in addition to the provision of fixed equipment play areas. The 'Illustrative Public Open Space Areas' plan provides a quantified breakdown of proposed public open space. The green infrastructure parameter plans fix the location and minimum size of proposed Local Equipped Areas of Play LEAPs, comprising the provision of one LEAP in the northern parcel and two in the southern parcel. The Operational Manager, Parks and Sports has assessed the on-site open space provision and concludes that there is a general overprovision of open space against the required standard (4ha). He notes that there is significant over allocation of informal recreational open space (4.88ha) with no provision of formal recreation facilities, but recognises that formal provision is to be provided as part of the wider Plasdwr development. A condition is recommended to ensure the provision of the LEAPs at a min of 0.2ha. With regards the OM's concern that his request for at least 1 area of relatively level open space of at least 60x40m for active recreation open space has not been adequately addressed, a condition is also recommended to require provision of a kick about area of at least 60x40m. The provision of public open space will be re-analysed at Reserved Matters stage to ensure that the policy requirements are met.
- 8.24 The Green Infrastructure Management Strategy Heads of Terms submitted as part of the ES encompass a long-term management plan and regime for on-site

open space. This strategy is required to be submitted for approval by condition, with the future management and maintenance of the public open space to be secured by s106 Agreement (see section 9 below).

- 8.25 Taking into consideration the above and the recommended conditions, it is considered that there would be an acceptable provision of public open space and that such provision would contribute to the delivery of a robust multi-functional green infrastructure strategy for the site.

(v) Landscape and Visual Impact

- 8.26 The conservation of landscape is a key PPW objective for the conservation and improvement of the natural heritage (paragraph 5.1.2). PPW draws attention to the need to have regard to the relative significance of international, national and local designations in considering the weight to be attached to nature conservation interests and advises that LPAs should take care to avoid placing unnecessary constraints on development (paragraph 5.3.2).
- 8.27 At the development plan level, policy KP4 requires major development to accord with the 'Masterplanning General Principles', which include the need to *'sympathetically integrate existing landscape, biodiversity and historic features of the site into the development taking opportunities to protect, enhance and manage important features along with mitigation and enhancement measures to provide satisfactory compensatory measures'*. KP5 requires all new development to *'respond to the local character and context of the built and landscape setting'*. At a detailed policy level, policy EN3 provides protection for the landscape and setting of the City, with particular priority given to protecting, managing and enhancing the character and quality of five Special Landscape Areas (SLAs) present within the Cardiff Council area.
- 8.28 The ES submitted as part of the application includes an assessment of the impact of the proposed development in terms of landscape and visual amenity. With regards landscape character, it is noted that there are no landscape designations within the application site, with the St Fagans Lowlands and Ely Valley SLA being the nearest SLA (a local landscape designation), at a distance of c1.2km from the application site. The site primarily consists of agricultural land enclosed by a network of hedgerows with occasional hedgerow trees and tree groups, with a notable ridge running through the northern parcel. Generally, visibility of both parcels is limited by topography, hedgerows and trees, and is mainly limited to neighbouring properties, views from PROWs and the A4119, and occasional views from more distant and elevated locations. The site is assessed as having a medium value in the ES and this is accepted.
- 8.29 Whilst significant landscape and visual effects are identified at the early stages of the development (during construction and at Year 1 before mitigation measures mature), and are inevitable given the change in land use from agriculture/ grazing, these are largely confined to site level and its immediate context, with the effects reducing quickly with distance. Over time some of these effects will become not significant following maturation of the landscape proposals, and will further reduce as the development becomes an accepted

part of the western edge of Cardiff. There would not be any significant effects on the wider landscape character or any Special Landscape Area. Visual effects would be constrained by existing development, topography and vegetation, with most being at or near site level. Nevertheless, significant effects would be experienced at nearby residential dwellings (adjacent to the site) and from a number of viewpoints in closest proximity to the development, including from nearby PROWs.

- 8.30 Careful consideration has been given to the condition and key characteristics of the landscape, and the visual impact of the development throughout the design process. The GI proposals, in providing new public open space and new planting, will help mitigate the landscape and visual impact, providing screening and helping to sympathetically integrate the development into the surrounding area. The series of green Key Public Spaces, described in Section 1, are key to the successful integration of the site, and include the provision of a parkland setting on the southern parcel at the entrance to the development (Plasdwr Gateway Linear Park), with 3 further key public spaces providing a green approach to the northern parcel. These key public spaces, and most notably, the parkland setting at the entrance to the development will act as green 'lungs' in the urban area. Other mitigation measures include the reduction in building heights along the ridgeline of the northern parcel and adjacent to existing residential dwellings, and the minimisation of hedgerow and tree loss, and additional planting.
- 8.31 Third parties have objected to the loss of hedgerows, on grounds of their importance to the character of the area and the lack of justification given for the loss. The approach to and justification for the loss of hedgerows has been set out above in considering the biodiversity impact of the application and is not repeated here. There is some concern over the removal of the existing hedgerow along Heol Isaf. However, its removal is considered necessary to maintain views to the Thatch in order to help mitigate the harm to the setting of the Grade II listed building and this need is the primary material consideration, taking into consideration the statutory requirement for LPAs to have 'special regard' to the desirability of protecting the setting of a listed building (Section 66(1) of the Planning (Listed Building & Conservation Areas) Act 1990). Responding to other third party objections, it should be noted that the hedgerow screening Radyr Comprehensive School is not proposed for removal as part of the application.
- 8.32 The ES concludes that, from a landscape and visual perspective, the application is suitable for the proposed development and this conclusion is accepted. From the surrounding areas, the development would be screened partly through a combination of topography, woodland and vegetation, and where visible, would be perceived in the context of the existing suburban areas of Cardiff. It is concluded that the development would not cause unacceptable harm to the character and quality of the landscape and setting of the city, taking into consideration the above and the inevitable effects of the change in land use from agricultural/ grazing that would result from the allocation of the strategic site in the LDP.

(vi) whether the proposal would preserve the listed building, its setting or any features of special architectural or historic interest it possesses

- 8.33 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council, in considering whether to grant planning permission for development affecting a Listed Building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. PPW confirms this as the primary material consideration (paragraph 6.5.9). At the development plan level, policy KP17 provides a high level framework to protect, manage and enhance Cardiff's heritage assets. Policy EN9 provides a more detailed development management policy to protect the historic environment, including listed buildings.
- 8.34 There are no listed buildings within the application site, and 15 within the study area (0.5km from the development site). The ES identifies that only two of these would be affected by the proposed development due to their proximity to the development site, namely, The Thatch and Radyr Farm, both Grade II listed buildings.
- 8.35 Officers agree with the Applicant's heritage assessment of baseline conditions and consider the assessment of effects of the development on the setting of Upper Barn at Radyr Farm acceptable. The primary setting of Radyr Farm Barn, described as its relationship with the other buildings within its farmyard complex, and the fields immediately adjacent to the form will not be affected by the development. The land proposed for development makes no more than a limited contribution to the setting of the listed building, and the ES concludes there will be a neutral effect on this asset.
- 8.36 Officers raised initial concerns in respect of the acknowledged harm to the setting of the Thatch, a Grade II listed building (described in the ES as a minor adverse effect). Following the submission of amended plans, it is considered that the conclusions of the DAS Addendum and limits identified regarding development extent, green infrastructure and heights within Parameter Plans 1, 3 and 4 are sufficient to mitigate the acknowledged harm to the setting of the building. The Parameter Plans will effectively limit the placement of buildings in this area to the arrangement shown with the August 2015 Sketch Masterplan. This is considered to represent an acceptable balance of the issues associated with this part of the strategic site, specifically:
- maintaining sufficient openness to the view out from the listed building;
 - maintaining views to the building from a significant publicly accessible space on Llantrisant Road;
 - enhancing views of the building along Heol Isaf to mitigate existing views that will be blocked by buildings further west on Llantrisant Road;
 - ensuring that placemaking considerations are addressed through the creation of sufficient scale to buildings fronting this key junction, with appropriately lower density and set back to buildings fronting Heol Isaf; and
 - allowing direct access for new dwellings fronting Heol Isaf, sympathetic to the established built form and character of this road.

Taking the above into consideration and notwithstanding the objections received, the development will preserve the setting of the Grade II listed building.

(vii) *The Impact of the Proposal on Ancient Monuments and other Archaeological Remains, and Registered Historic Parks and Gardens*

- 8.37 Paragraph 6.5.1 of PPW notes that the desirability of preserving an ancient monument and its setting is a material consideration in determining a planning application, whether that monument is scheduled or unscheduled. Where nationally important archaeological remains, whether scheduled or not, and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical preservation in situ. In cases involving lesser archaeological remains, local planning authorities will need to weigh the relative importance of archaeology against other factors, including the need for the proposed development. Paragraph 17 of Circular 60/96, Planning and the Historic Environment: Archaeology, elaborates by explaining that this means a presumption against proposals which would involve significant alteration or cause damage, or which would have a significant impact on the setting of visible remains. PPW advises that 'the effect of proposed development on a park or garden contained in the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales, or on the setting of such a park or garden may be a material consideration in the determination of a planning application (paragraph 6.5.25). At the development plan level, policies KP17 and EN 9, noted above, also relate to archaeological remains, scheduled ancient monuments and historic parks and gardens.
- 8.38 The single scheduled ancient monument within the study area (0.5km from the development site) comprises a 'cooking mound' situated east of Taff Terrace that is believed to date from the Iron Age, positioned c180m from the site's NE boundary. This is a roughly circular earthwork measuring approx. 2.0m in diameter and covered with mature trees, undergrowth and grass. The mound is situated within woodland on the valley floor, adjacent to the River Taff. Its setting includes a substantial area of modern housing, which surrounds it on all sides. As such, it shares no intervisibility with the application site, nor does it have any historical, functional, aesthetic or evidential links with it either. Therefore, the application site does not form part of the setting of this asset and the proposed development will not result in a loss of its significance, in terms of its value as a heritage asset. Cadw advise that '*the topography of the area and modern development prevents any views from the designated monument to the development and therefore there will be no impact to the setting of this monument or any other ones*'.
- 8.39 The Glamorgan Gwent Archaeological Trust note that elements of the archaeological resource that provide the most interest are scatters of pre-historic flint material and note that this may relate to the scheduled ancient monument, referred to above. Whilst they have no objection to the application, they recommend a condition to require the applicant to submit a written scheme of investigation for the implementation of a programme of archaeological work. Such a condition is recommended.

8.40 There is a registered historic park and garden known as Fairwood House in the vicinity, located c275m to the south east of the site. It is separated from the site by a substantial buffer of modern housing, which defines its modern setting. As with the scheduled monument, the site does not share intervisibility with this asset, or contribute to its setting in any way. As such, the proposed development will not reduce its heritage significance. In response to the second consultation, Cadw confirm that the development *'will not impact on the registered garden at Fairwood House or its setting'*.

8.41 Taking into consideration the above and subject to the recommended archaeological condition, the development will preserve the identified heritage assets and their settings.

(viii) Placemaking

8.42 PPW notes that to create sustainable development, design must go beyond aesthetics. It sets out 5 key objectives for good design, encompassing access, character, community safety, environmental sustainability and movement (section 4.11). This is reflected at the development plan level, with policy KP5 establishing the wide-ranging principles against which the design of new developments will be assessed. KP4 is also relevant, setting out wide-ranging Masterplanning General Principles that major development should accord with. This 'placemaking' section of the analysis focuses on design as it relates to density, scale, character/built form, community safety and renewable energy. Access and movement matters are addressed elsewhere.

8.43 The application has been subject to a positive iterative design process with the Council's masterplanning and green infrastructure teams, which has resulted in a good solution for the site, as expressed in the amended submission. The Design and Access Statement (DAS) Addendum now includes a strong design framework to inform the design of reserved matters (appearance, landscaping, layout and scale). The DAS Addendum also demonstrates that the application has been well considered, both on a stand-alone basis and comprehensively, in the context of the masterplanning of strategic site C. The proposal, including the illustrative masterplan, accords with Policy KP2 (C) and the Schematic Framework for Strategic Site C.

8.44 The built form design set out in the DAS Addendum is welcome, indicating that there will be attention to architectural features, variety, detailing, landmark buildings and focal points, with an objective also being that some key areas will have bespoke architecture. Parameters for achieving good housing layout and distinctive character are set out in the Illustrative Character Areas and Key Frontages diagram in the DAS Addendum, together with the Hierarchy of Spaces and Illustrative Movement Hierarchy. A condition is recommended to require the reserved matters applications to be substantially in accordance with the Illustrative Sketch Plan, Green Infrastructure Masterplan, and Illustrative Public Open Space Areas in order to capture the design progress made since the original submission. To ensure that reserved matters are designed in an integrated manner, a condition is recommended to require a design code for the northern and southern parcels to be submitted. A condition requiring the

submission of a public art strategy is also recommended to help create a quality and legible built environment, consistent with policies KP5 and KP6.

- 8.45 With regards development density, policy KP5 requires all development to promote the efficient use of land, developing at the highest practical densities (criterion ix). The Council's 'Residential Design Guide' SPG provides the following advice:

The density of development should result in an efficient use of land whilst responding sensitively to the scale, form and massing of existing development in the area. Higher densities result in a more efficient use of land but there will be instances where a lower density solution may be most appropriate. Higher densities, coupled with additional attention to design detail, can be used to positively define spaces, frontages and main streets. (Objective 2.1 Density)

- 8.46 The Council's 'Liveable Design Guide' provides density guidelines of 50-75dph for mixed-use centres, 40-60dph for main and secondary streets, and 30-50 for secondary and tertiary streets. Policy KP2 (C) requires a range of densities to be provided across the strategic site, with medium to high density (35-50+ dwellings per hectare) to be provided along the Rapid Transit Corridors.

- 8.47 The DAS Addendum notes that the development achieves a net density of 41 dwellings per hectare (dph) when discounting open space and main infrastructure from the development area. The DAS Addendum notes that density will vary across the development, with higher densities concentrated along Llantrisant Road and the parkland entrance, where a greater population will be within shorter waking distances of bus stops and greater enclosure required, with lower densities found within the northern parcel, to reflect the existing built character of Radyr. A condition is recommended to require that the number of new dwellings accessed off Heol Isaf be limited to two, to help ensure that development along Heol Isaf is in keeping with the character and density of development along Heol Isaf. Taking into consideration the recommended conditions and notwithstanding the related third party objections, the proposals in respect of density are acceptable for this location, particularly in the context of the need to ensure the efficient use of land and noting that layout is a reserved matter, is consistent with policies KP2 (C) and KP4.

- 8.48 Turning to the scale of the development, the Council's 'Liveable Design Guide' provides height guidelines of 2.5 – 5 storeys along main spine streets, 2.5 – 4 along key secondary streets and 2-3 storeys along secondary and tertiary streets, whilst the 'Residential Design Guide' notes that '*the hierarchy of streets is reinforced through the built form of development of the period. Taller buildings are found on primary routes, with building scales stepping down in height within each street type within the hierarchy.*'

- 8.49 Whilst the DAS Addendum notes the predominant scale of the development will be two storeys, to relate to the existing built form of the immediate area, increased scale will be focused within Plasdwr Entrance, Llantrisant Road Frontage and around Llantrisant Road South Green. (Further details are set out

in the development description above.) Third parties have objected to the building heights proposed in the parameter plans, particularly in respect of the max of 3.5 storeys proposed along Llantrisant Road and max of 4 storeys at the SE corner of the Northern Parcel. Notwithstanding this, the proposed building heights are considered acceptable, and reflect good design principles, without harming the setting of the Grade II listed building (The Thatch) or the visual amenity of the area, taking into consideration the local context, topography, design guidance, the width of Llantrisant Road and size of the Heol Isaf/Llantrisant Road junction. A condition is recommended to ensure minimum building heights to reinforce the hierarchy of streets, in line with the Council's 'Liveable Design Guide'. The proposed increased height of dwellings, delineation of a Key Frontages along Llantrisant Road and layout shown on the Illustrative Masterplan allow for an active frontage to be secured along Llantrisant Road at Reserved Matters stage, consistent with policy KP2(C).

- 8.50 With respect to crime and disorder, Section 17 of the Crime and Disorder Act 1998 states *'it is the duty of the authority to exercise its various functions with due regard to the likely effect on crime and disorder in its area and the need to do all that it reasonably can to prevent crime and disorder'*. At the development plan level, policy C3 provides a framework for promoting a safe and secure environment and minimising the opportunity for crime. South Wales Police have no objection to the amended plans, noting that an extra section on Crime Prevention has been included within the DAS Addendum and that if these principles are included, the risk of crime and anti-social behaviour will be greatly reduced. Further consideration will be given to the effect on crime and disorder at Reserved Matters stage, with South Wales Police again consulted.
- 8.51 With respect to renewable energy, policy EN12 aims to encourage developers of major and strategic sites to incorporate renewable and low carbon technologies into developments. A condition is recommended at this outline stage to require the submission of an energy strategy to include an assessment of opportunities to deliver renewable and low carbon technologies.
- (ix) Socio Economic Impact Assessment and Community Benefit***
- 8.52 Paragraph 4.2.2 of PPW confirms that the planning system provides for a presumption in favour of sustainable development to ensure that social, economic and environmental issues are balanced and integrated. Paragraph 9.1.2 notes that LPA's should promote sustainable residential environments and make appropriate provision for affordable housing.
- 8.53 At the development plan level, policy KP13 sets out a range of measures to develop sustainable neighbourhoods, tackle deprivation and improve the quality of life for all. These include the provision of a range of dwelling sizes, types and affordability, and the provision of a full range of social, health, leisure and social facilities and community infrastructure. Policy KP4 requires that major development should accord with the Masterplanning General Principle that requires *'provision of a full range of social and community facilities will be concentrated within mixed use neighbourhood centres located along public*

transport corridors and easily accessed by walking and cycling'. Policy KP5 requires all new development to provide 'a diversity of land uses to create balanced communities and add vibrancy throughout the day'. Policy KP6 requires new development to make appropriate provision for, or contribute towards, all essential, enabling and necessary infrastructure required as a consequence of the development. The provision of affordable housing, schools and education, health and social care and community facilities as necessary infrastructure (amongst other matters) are identified as 'necessary infrastructure'. At a detailed policy level, policy C1 encourages and provides the policy context for new and improved community, health and religious facilities. The policy's supporting text notes that '*new strategic housing developments allocated in policy KP2 will be required to ensure that sufficient new community facilities are provided and integrated within the development to serve the needs of future and existing residents*'. Policy C6 provides a framework for reducing health inequalities and encouraging healthy lifestyles, and policy C7, a framework for planning for schools. Policy H3 requires the Council to seek 30% affordable housing on greenfield sites, and for this to be delivered on-site unless there are exceptional circumstances.

- 8.54 An assessment of the social and economic impacts was undertaken by the Applicants, and forms part of the ES, whose findings are that the development would have a positive socio-economic benefit overall.

Housing (including the provision of Affordable Housing)

- 8.55 The proposal would contribute up to 630 dwellings towards the housing supply deficit, including much needed family housing and 15% affordable housing on-site (to be secured via s106 Agreement and comprising 50% social rented and 50% low cost home ownership), thereby contributing to the range and choice of housing. The concerns of the Director of Communities, Housing & Customer Services are noted. Whilst there is disappointment that the 30% target for affordable housing cannot be met in this instance, the written justification to policy H3 is clear that each proposal's actual contribution will depend on that scheme's capacity for provision to ensure that the contribution will not make the scheme unviable (para 5.11). The proposal has been subject to an independent viability assessment by consultants appointed by the Council, as required by para 5.11 and the 15% affordable housing package, set out above, is recommended to Members. Further details are included in Section 9, which sets out the recommended s106 Heads of Terms.

Economic impact

- 8.56 The proposal would have a positive economic impact through the creation of new jobs at the construction stage, increase labour supply with the provision of new housing, and lead to increased expenditure by new residents. The most significant economic impacts of the proposal both during construction and during the lifetime of the project would be:
- a capital investment of approx £82 million over a 4 year build period
 - up to 911 person-years of temporary construction work
 - 91FTE direct construction jobs plus an additional 138FTE indirect and induced jobs

- 30 FTE operational jobs plus an additional 12 FTE indirect and induced jobs
- a total of £13.6 million expenditure per annum by residents living within the development
- an additional £3.2 million expenditure by residents within the first 18 months of occupation.

Community and Education Facilities

8.57 The amended application would also have a positive impact on community facilities. Whilst the application proposes a 600m² community centre and a visitor centre (which will become a community facility in the longer term once the site is built out), Members should note that these facilities are not proposed to be secured via s106 Agreement owing to viability concerns. None-the-less, the land for the community facilities is safeguarded by way of the parameter plans and can be secured as part of the delivery of the remained of Strategic Site C. In addition, a £122,000 financial contribution towards off-site community facilities will be secured via a s106 Agreement (see Section 9 for recommended s106 Heads of Terms). Whilst the application would contribute to community facilities, there is some concern that the contribution does not meet the provision standard set out in the 'Community Facilities and Residential Development' SPG (0.75m² or floorspace or £988.5 per dwelling). However, the scheme has been subject to an independent viability assessment, which has assessed the schemes capacity for provision and led to the conclusion that a full contribution and delivery of the proposed community facility would make the scheme unviable. The delivery of on-site community facilities for the strategic site will be assessed as part of the consideration of other applications that form part of the strategic site, in line with the masterplanning approach. It should also be noted that the supporting text to policy C1 establishes that community facilities will be favoured within District and Local Centres and that application 14/02733/MJR includes a proposal for up to 2,865 sq m of community and health care facilities. Taking into consideration the above and notwithstanding the concerns and third party objections raised, the financial contribution towards off-site community facilities is recommended to Members.

8.58 With regards health, policy C6 establishes that priority in new developments will be given to reducing health inequalities and encouraging healthy lifestyles through i) identifying sites for new health facilities and ii) ensuring they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety. The supporting text recognises that not all new developments will be able to identify land for new health facilities, noting that the policy will be applied flexibility as a result (para 5.344). Whilst this application does not identify a site for new health facilities, such provision will be secured across the wider site as part of the masterplanning approach, and it is noted that application 14/02733/MJR includes a proposal for up to 2,865 sq m of community and health care facilities. This would reflect the advice from UHB, whose preference is for health facilities to be located as part of a shared community facility within the main district centre of the wider strategic site. With regards other health benefits, the development supports interconnectivity and active travel choices, provides access to green open space and children's play facilities, and gardens which

may be used for food growing, and facilities to enhance road safety, in compliance with criterion (ii). Conditions are also recommended to control land contamination and noise from traffic to ensure no unacceptable harm to human health. Taking into consideration the above, application is consistent with policy C6.

- 8.59 The proposal will also accord with policy C7 through the provision of a 2 form entry (FE) primary school, proposed to be secured via a Section 106 Agreement. (See section 9 for recommended Heads of Terms.) The primary school forms one of the '3-4' new primary schools required to be provided on Strategic Site C under policy KP2 (C) and is proposed to be positioned in the location identified on the related Schematic Framework attached to that policy, adjoining the future district centre. Its provision is welcomed. In line with the requirements of the Director of Education and Lifelong Learning, a condition is recommended to require a minimum school site size of 1.35ha and to require the provision of an all-weather synthetic grass pitch of no less than 3,200m². There is some concern that the recommended s106 Heads of Terms would not secure any financial contributions towards secondary education, as requested by the Director of Education and Lifelong Learning. However, it should be noted that the provision of the primary school (land and places) would, in itself, exceed the contribution required by the 'Developer contributions for School Facilities' SPG and that a request for a contribution towards secondary school facilities, in addition to the primary school contribution, would not meet the legal test for planning obligations to be 'fairly and reasonably related in scale and kind to the proposed development'. The provision of the 2 FE primary school is recommended to members, with the s106 to be worded to ensure its delivery, in order to address the concerns raised by third parties.

(x) Impact on Air Quality, Noise and Vibration, Light Pollution and Contaminated Land

- 8.60 The PPW objective for the management of environmental effects and pollution is to *'maximise environmental protection for people, natural and cultural resources, property and infrastructure, and prevent or manage pollution and promote good environmental practice'* (paragraph 13.1.12). At the local level, policy EN13 seeks to protect unacceptable harm caused by air, noise, light pollution or land contamination.
- 8.61 With regards air quality, the ES includes an assessment of the likely change in air quality arising from the construction and operational phases of the development. This includes consideration of the impact on the Air Quality Management Area in Llandaff, 1.6km to the east of the Development site. The ES indicates that construction effects on local air quality would be primarily events where dust may arise from construction activity, with the risk of dust nuisance identified as a high risk for dust soiling. With the implementation of the mitigation measures recommended in the ES, the ES concludes that the significance of the effects as a result of the construction phase would be insignificant. These mitigation measures, which include the requirement for a Dust Management Plan to be submitted and implemented as part of the Construction Environmental Management Plan (CEMP), are captured in the

recommended CEMP condition, in line with the advice from the Air Quality Manager, Pollution Control.

8.62 Atmospheric dispersion modelling has been undertaken to predict the impact to air quality as a result of traffic changes in the area. The ES states that the predicted concentrations indicate that the effect of the development on air quality is not significant at any modelled receptors, including those within the Llandaff Air Quality Management Area, and that overall the development will not have a significant effect on local air quality. As a result, the ES concludes that no mitigation measures are required. The Council's Air Quality Manager confirms that he is satisfied with regard to the methodology adopted for assessing the residual impact of the proposed development upon local air quality. He does, however, raise some concerns in respect of the traffic inputs into the air quality modelling and the cumulative effects on air quality as a result of the development of the wider strategic sites (C, D and E). The ES notes that the development of the strategic sites has the potential to cumulatively affect the Llandaff and Ely Bridge AQMAs, but states that no significant cumulative air quality effects are anticipated with the successful implementation of traffic management in the areas surrounding the AQMA. The chapter also makes reference to the sustainable transport measures that are proposed as part of the development, which are noted to limit the cumulative effect on local air quality. With respect to the Air Quality Manager's initial comments, I would comment as follows:

- (i) The phasing of the cycling, walking and public transport measures will be controlled by the recommended conditions.
- (ii) Whilst the Transport Assessment makes recommendations in relation to traffic management, these are ultimately the responsibility of the Council.
- (iii) The ES Addendum confirms that the air quality assessment was undertaken based on a 50:50 modal split. The Operational Manager, Transportation has no objection to the proposal overall and has confirmed that the TA is a reasonable basis to consider the application.
- (iv) The proposal contributes to the delivery of the Council's emerging North West Cardiff Transport Strategy (through the provision of the bus lanes and other highways infrastructure), which will limit the cumulative effect on local air quality.
- (v) The OM, Pollution Control has confirmed they have no further comments to make in respect of the further information / amended plans.
- (vi) A financial contribution towards air quality monitoring has also been requested and will be secured via s106 Agreement, as recommended by third party objectors.

8.63 In line with advice from Pollution Control, a condition is also recommended to require fume extraction equipment to be installed in the proposed visitor centre, community centre and school.

8.64 With regards noise pollution and vibration, an assessment was carried out to determine the likely changes in noise and vibration as a result of the construction and operation of the proposed development. The potential for construction activities to result in noise and vibration and impact on local

residents is not assessed as significant. The ES recommends standard mitigation measures to be implemented as part of the Construction Environmental Management Plan, and this is captured in the recommended condition. The ES notes that the increase in traffic noise will not be significant. A condition requiring sound insulation measures is recommended. Whilst noise from building plant is not assessed as significant, a condition to control plant noise is recommended. It should be noted that the OM Pollution Control recommended that the condition require plant noise to not exceed background by +0dB(A). This is considered unreasonable in this instance and the standard condition preventing exceedances of +5dB(A) is recommended. A condition is also recommended to control hours of operation and delivery times at both community facilities. With regards light pollution, a condition to control floodlighting is also recommended, and lighting proposals across the site will be considered at Reserved Matters stage.

- 8.65 With regards land contamination, the OM Pollution Control agrees with the conclusion drawn that there is little or no evidence of previous uses which may lead to sources of contamination and has no objection subject to condition to deal with unsuspected contamination, alongside standard conditions relating to the control over imported soil and aggregates. These are duly recommended.
- 8.66 Overall, the findings of the ES in respect of air quality, noise and vibration, and land contamination are accepted. Whilst related objections are noted, it is considered that the development would not cause unacceptable harm to health and local amenity or other interests as a consequence of air, noise, light pollution and land contamination, subject to the recommended conditions and s106 obligation.

(xi) Residential Amenity and Impact on Health and Safety

- 8.67 PPW provides that *'insensitive infilling, or the cumulative effects or development or redevelopment, including conversion and adaption, should not be allowed to damage an area's character or amenity. This includes any such impact on neighbouring dwellings, such as serious loss of privacy or overshadowing'* (paragraph 9.3.3). At the development plan level, policy KP5 requires all new development to ensure no undue effect on the amenity of neighbouring occupiers.
- 8.68 It should be noted that appearance, layout, scale and landscaping are reserved matters, and that the detailed consideration of impact on residential amenity, as a consequence of overlooking and overshadowing, can only be fully assessed at reserved matters stage. Given this and taking into consideration the recommended conditions, it is considered that the impact on the amenities of existing residents in respect of harm to privacy from overlooking, loss of sunlight/daylight, and overbearing impact will not be so unacceptable as to warrant refusal of the application at this outline stage, given the proposed parameters in respect of proposed dwelling heights and separation distances, and taking into consideration the recommended 'floor and ground levels' condition. This requires details existing and proposed ground and levels to be submitted to enable careful assessment of the relative heights in relation to the landscape and existing structures, and in turn residential amenity. It is also

considered that any impact in respect of noise and air quality (in respect of dust) can be adequately controlled through the recommended conditions and noise legislation (as noted above).

- 8.69 Conditions are also recommended to ensure that the development complies with HSE advice in terms of gas infrastructure. It is also noted that the HSE do not raise any objection in respect of other infrastructure. Whilst the submission notes that the application is predicated on the future undergrounding of the overhead power line, it is considered that a condition to require this would not meet the tests for conditions, given that this would be subject to approval of a third party (Wales and West Utilities).

(xii) whether the proposal would make satisfactory provision for access, parking and circulation

- 8.70 PPW aims to extend transport choice, encourage a more efficient and effective transport system and to minimise the need to travel, and for this to be achieved by improving accessibility, promoting walking, cycling and supporting public transport, traffic management and infrastructure improvements (paragraphs 8.1.1 - 8.1.4).
- 8.71 The Wales Spatial Plan (2008 update) includes guidance in respect of the 'South East Wales- Capital Region' noting its intention that this region 'will function as a networked city region, on a scale to realise its international potential, its national role and to reduce inequalities with comparable areas in the UK' and recognizing that 'a fully integrated high quality transport system is necessary for this to happen' (p. 98). In terms of achieving sustainable accessibility, the plan importantly recognises that 'road building in general is not a sustainable solution to the pattern of traffic growth' and that 'the overall priority is to make better use of the Area's existing transport infrastructure, to deliver more sustainable access to jobs and services'.
- 8.72 The Council's transport strategy underpinning the LDP is focussed on seeking to reduce car use by encouraging people to use more sustainable modes of transport. A central aim of the strategy is to achieve a city wide 50:50 split between journeys by car and walking, cycling and public transport in respect of all trips by the end of the Plan period. Policy KP8 aims to ensure that development is properly integrated with transport infrastructure to achieve a shift away from car-based travel and sets out this 50:50 mode split as a target. The reasoned justification clarifies that achieving the 50:50 target will not be a matter of requiring all new development within the plan period to achieve a 50:50 modal split, but rather that measures will be sought to maximise the possible share of trips by sustainable modes for all sites (para 4.118). Policy T2 identifies the A4119 Llantrisant Road as forming part of the Western Bus Corridor, one of four Rapid Transit Corridors identified as a focus for public transport enhancements that will serve the main LDP strategic sites and feed into the City Centre. KP2 (C) details the transport infrastructure to be provided on strategic site C. Policy KP4 also seeks to help realise this mode split shift by ensuring major development is are planned to deliver '*dedicated sustainable transport corridors including provision for public transport, cycling and walking which will form key elements of the overall masterplan and*

effectively link into the wider network', that 'walking, cycling and public transport will be attractive, practical and convenient travel choices for all', that 'provision of a full range of social and community facilities will be concentrated within mixed use neighbourhood centres located along public transport corridors and easily accessed by walking and cycling' and that 'new development ... provides good connectivity to adjoining areas...'

- 8.73 The transport strategy for the proposed development is soundly based, and following amendment, further enhances pedestrian and cyclist connectivity and provides greater priority to public transport. The development has been planned to encourage walking, cycling and the use of public transport, through the provision of a range of on and off-site infrastructure and facilities to promote those modes, including improvements to the North West Rapid Transit Corridor and improvements to Heol Isaf. The proposal includes the provision of a 3m in-bound bus lane along Llantrisant Road and 3m north bound bus lane on the southern arm of the Heol Isaf / Llantrisant Road junction, a signalised arrangement at that junction designed to reduce bus journey time and improve reliability, other junctions and highway improvements, an extension to existing bus services (Service 62 providing a frequency of 3 services per hour), the design of high quality cycle and pedestrian routes, and a wide range of travel plan measures. (Full details of the transport proposals are set out in Section 1.) The proposal will also help to reduce the need to travel and promote walking and cycling, through the internalisation of some trips that will result from the location of the community and education facilities on-site. The extent of internalisation would increase, in time, as the wider site is developed to include the planned district and local centres. The proposal will provide connectivity within the site and improved connectivity externally to neighbouring areas and key destinations, through the provision of significant high quality and attractive pedestrian and cycle facilities, including toucan crossing facilities on Llantrisant Road, with a key part of the scheme's strategy being to reduce the barrier that is formed by Llantrisant Road and Heol Isaf.
- 8.74 Assessed against policy T9, the development will not prejudice delivery of the Cardiff City Region 'Metro' Network, taking into consideration the routes shown on the LDP Constraints Plan which fall outside of the application site and noting that details of the mode and potential alignment of the Metro has yet to be defined. The layout, land uses and densities shown on the Sketch Masterplan and DAS Addendum will facilitate the potential delivery of the Metro, in providing the main route to the future district centre, along which higher densities and the school and community facilities are proposed. Notwithstanding the above, it should be noted that the LDP transport strategy is based on bus-based rapid transit and is not reliant on the 'Metro' being in place before development can commence.
- 8.75 To ensure the delivery of the transport strategy for the site, conditions are recommended: to secure the delivery of detailed highway works, to control car and cycle parking, to secure the provision of roads before occupation of dwellings, to limit the number of dwellings on the Southern parcel accessed off the proposed roundabout off on Llantrisant Road to 150, to limit the number of dwellings on the Northern parcel accessed off the proposed priority junction to

20, to limit the number of dwellings accessed off Heol Isaf to 2, to prevent any vehicular connection through the site from Heol Isaf linking either to Clos Parc Radyr or Llantrisant Road, and to require a Construction Management Plan (including identification of routes that construction vehicles would take). The detailed highway works proposed as part of the application would be subject to agreement under Section 38 / Section 278 of the Highways Act. The agreement and implementation of school and residential travel plans, extension to bus Service 62 and highway improvement works to Heol Isaf proposals (extending from the Llantrisant Road / Heol Isaf junction up to Radyr Comprehensive) would be secured via a Section 106 Agreement (see Section 9 for further information).

- 8.76 The ES has identified that driver delays will result (identified as a minor adverse effect) and this has been the subject of significant level of third party objection. Members attention is drawn to the Inspector's Report on the Examination into the Cardiff LDP, which advised that *'we agree with assertions made at the examination that it would be unrealistic to expect traffic to flow unimpeded at peak times or to attempt to build sufficient road capacity to accommodate and prioritise the convenience of car users'* (para 7.10). The Operational Manager Transportation has no objection to the proposal (see section 5 for his detailed comments, which also include responses to RCT, Network Rail and third party objections). He concludes that the transport impact has been adequately assessed and addressed, and that the proposed mitigation is sufficient to enable the proposal to come forward, noting that the sustainable transport measures which will be provided or secured will provide an early phase of measures along the wider North West corridor. With regards the objections in respect of future links to existing communities, the Access parameter plan for the southern parcel indicates that 'reasonable endeavours' should be used to provide a footway / cycleway link to Vista Rise. The parameter plan seeks to establish the principle of the acceptability of such a link only, and it's feasibility and detailed design will be considered at reserved matters stage in the event the application is approved. A condition is recommended to require the provision of a strategy for the provision of such a link, and other links to the wider strategic site. The principle of providing links to areas adjacent to the application site is supported, given their importance in terms of maximising mode shift, and are consistent with policies KP4 and KP2(C). With respect to the third party query regarding the future use of Radyr Farm Road, it should be noted that this is not proposed to be used provide vehicular access to the site.
- 8.77 Taking the above, the representations received and the detailed comments of the OM Transportation into consideration, together with the recommended conditions and legal agreement Heads of Terms set out in Section 9, it is considered that the development complies with planning policy in respect of highways and transportation matters, and that the effects on traffic and transport can be adequately mitigated.

(xiii) Water Resources, Drainage and Flood Risk

- 8.78 PPW advises that flood risk and the 'adequacy of water supply and the sewage infrastructure are material in considering planning applications and appeals' (paras 13.2.1 and 12.4.1). With respect to surface water run-off, PPW advises

that *'in determining applications for development, local planning authorities should work closely with Natural Resources Wales, drainage bodies, sewerage undertakers, prospective developers and other relevant authorities to ensure that surface water run-off is to be controlled as near to the source as possible by the use of sustainable urban drainage systems. They should also ensure that development does not: increase the risk of flooding elsewhere by loss of flood storage or flood flow route; or increase the problem of surface water run-off (para 13.4.2).*

- 8.79 At the development plan level, policy KP5 requires all new development to be of a high quality sustainable design by, amongst other things, *'achieve[in] a resource efficient and climate responsive design that provides sustainable water and waste management solutions...'*(criterion vii). Policy KP6 identifies flood mitigation and utility services as 'essential/enabling infrastructure'. KP15 requires development proposals to avoid areas susceptible to flood risk and prevent development that increases flood risk in order to tackle climate change. KP16 identifies strategically important river valleys (iii) and holistic integrated surface water management systems as natural heritage assets requiring protection and conservation. KP18 requires development proposals to protect the quality and quantity of water resources, including underground surface and coastal waters (ii).
- 8.80 At a detailed level, policy EN14 provides the framework for controlling flood risk, noting amongst other things, that development will not be permitted where it would increase the risk of flooding from fluvial and/or tidal flooding or from additional run-off from the development, and, where appropriate, requires the developer to demonstrate that they have considered the need to incorporate environmentally sympathetic flood risk mitigation measures such as Sustainable Urban Drainage Systems (SUDS). Policy EN10 promotes water sensitive design and integrated water cycle management to manage water locally and to reduce demands on the network, including SUDS, whilst policy EN11 seeks to prevent development that would cause unacceptable harm to the quality or quantity of underground, surface or coastal waters.
- 8.81 The ES concludes that, with appropriate mitigation, the overall impact of the proposal in respect of flood risk, hydrology and hydrogeology, storm drainage, foul drainage and potable water is acceptable (with the residential effects identified as negligible or minor) and this conclusion is accepted.
- 8.82 With regards flood risk, the site is located within Zone A of the development advice maps contained in TAN 15, which means that it has little or no risk of fluvial or tidal/coastal flooding, as agreed by NRW. TAN 15 advises that for Zone A development surface water requirements still apply, with the acceptability test being that no increase in flooding elsewhere to occur as a result of the development.
- 8.83 With regards storm water drainage and in line with TAN 15, the aim should be for new development not to create additional run-off when compared with the undeveloped situation. A broad drainage strategy has been submitted as part of the application, which is entirely appropriate at this outline stage. (Full details are set out in the ES.) The infiltration characteristics of the existing ground were investigated to determine if the discharge of rainfall to ground and

use Sustainable Urban Drainage Systems (SUDS) was a viable option. The initial results concluded it was. In line with best practice and national and local planning guidance, the broad drainage strategy proposes that SUDS are incorporated into the design to ensure run-off is controlled and does not adversely affect flood risk elsewhere. The proposal is to infiltrate storm water flows generated from the proposed development to ground where possible. Any excess flows that cannot be infiltrated will be attenuated and discharged at greenfield rates into the existing storm sewers in the vicinity of the site, following appropriate treatment for removal of potential pollutants.

- 8.84 Whilst a broad drainage strategy is proposed, it is important to note that this will not be approved at this outline stage. The GI parameter plans in respect of drainage are diagrammatic and simply establish broad locations for the storm water drainage facilities (whether they are basins, ponds or other potential SUDS features). Conditions are recommended to require a comprehensive drainage scheme to be submitted for both the northern and southern parcels. This would require the Applicant to undertake further site investigations and analysis. The drainage conditions specifically require a hydrological risk assessment to be undertaken to quantify the risks from infiltrating to ground, including any potential risk of flooding. Should the additional work demonstrate that the storm drainage strategy is unworkable, then an alternative approach will need to be investigated. It should be noted that the wording of the conditions are such that the Local Planning Authority cannot approve any reserve matters applications until the drainage strategies for the northern and southern parcels have been approved. This will involve consultation with the statutory consultees. In addition, the wording of the condition requires the drainage system to be in place before the dwellings are occupied. It should be noted that DCWW have no objection to the outline proposals, subject to the recommended conditions. With regards the construction phase, the recommended Construction Environmental Management Plan condition also includes a requirement to agree drainage details prior to the commencement of construction to demonstrate how surface water and land drainage run off will be dealt with to prevent contamination, nuisance, subsidence or flooding during construction.
- 8.85 With regards management, the developer's preferred approach is for the future maintenance and management responsibilities for drainage to be carried out by a private management company. They also note the potential for the maintenance regime to be taken over by a Community Trust in due course as part of the wider Plasdwr development. The detail of the management and maintenance regime of drainage/ SUDS is required to be submitted as part of the discharge of the recommended drainage conditions and would be established in the legal agreement.
- 8.86 The concerns raised by third parties and Local Members in respect of drainage and risks from flooding have been taken into consideration, particularly in respect of properties along Heol Isaf, Radyr Farm Road and Herbert March Close. It should be noted that the recommended drainage condition for the northern parcel has been specifically drafted to take into account third party comments. It is worded to specifically require the strategy to demonstrate that *'appropriate control and mitigation measures are employed to prevent surface*

water run off to properties adjoining the site, and any associated nuisance, flooding and subsidence issues, with particular reference to properties along Heol Isaf and Radyr Farm Road which are positioned downhill of the development site'. Similarly, the wording of the condition for the southern parcel specifically references properties in Herbert March Close. The responses of the Council's Drainage Services and DCWW in respect of reported flooding in Herbert March Close are noted in Sections 5 and 6.

- 8.87 With regards foul drainage, DCWW has no objection to foul drainage proposals, subject to a condition, which specifically identifies the part of the network where foul flows should communicate, and this is reflected in the recommended comprehensive drainage condition. DCWW have also confirmed that no problems are envisaged with the treatment of foul discharges from the site.
- 8.88 With respect to potable water, DCWW have not identified any problems with water supply. Whilst they recommended a condition to require the development be carried out in accordance with the conclusions of a hydraulic modelling assessment that DCWW undertook on behalf of the Applicants, such a condition is not necessary as it is covered by separate legislation. Welsh Water have subsequently confirmed they are happy with this approach.
- 8.89 With regards the concerns raised about sinkholes in nearby fields, I would note that sinkholes are Karstic features formed by the action of acidic water 'dissolving' predominantly limestone (calcium carbonate) rocks forming variations in the rock head, solution features and/or kettle holes. Solution features are common in some of the Carboniferous Limestone rocks. The underlying geology comprises the Llanishen Conglomerate of Devonian Age and the Mercia Mudstone Marginal Facies rocks of the Triassic Age. These strata do contain a small percentage of limestone rocks but not enough to make it commonly prone to karstic dissolution. The Agent reports that, during recent walk-over surveys carried out in November 2015 by the consultants acting on behalf of the Applicant, no surface evidence of solution features were identified, nor was any evidence of such features identified on recent 'Google' imagery.
- 8.90 Taking the above, consultee and third party representations into consideration, together with the recommended conditions and legal agreement Heads of Terms set out in Section 9, it considered that the development complies with planning policy and that the effects on flood risk, hydrology and hydrogeology, storm drainage, foul drainage and potable water is acceptable and can be adequately mitigated.

(xiv) Equalities Impact Assessment

- 8.91 The Public Sector Equality Duty (Section 149 of the Equality Act 2010) requires the Council to have due regard to the need to eliminate discrimination, promote equality of opportunity and foster good relations between different communities. In terms of the promotion of inclusive access, equality and diversity, there will be no apparent abnormal differential impact on any people protected under the Equality Act 2010 as assessed at this outline stage, noting that detailed layout, appearance, landscaping and scale will be considered at reserved matters stage. The DAS sets out principles for inclusivity which are considered acceptable and will be promoted in the consideration of reserved

matters. Whilst the topography of the site may present mobility issues for those less able, the land will be subject to cut and fill operations and a condition is recommended to enable assessment of the relative heights of both the ground and buildings at reserved matters stage.

(xv) Response to Third Party Objections

8.92 The objections raised are noted and have been taken into consideration. The following comments are provided in respect of matters not addressed above:

- All neighbouring occupiers were consulted, including the owner / occupier of 126 Heol Isaf.
- There is no statutory requirement for the Applicant to consult the community.
- The 16-week period is the time period for determining EIA development for which the normal 21 day statutory consultation period applies.
- With respect to impact on human rights, Protocol 1 does indeed say that a person is entitled to the peaceful enjoyment of his possessions – but it goes on to qualify that right as being “except in the public interest and subject to the conditions provided by law”. In *Huang v Secretary of State*, the Supreme Court held that there is a “need to balance the interest of society with those of individuals and groups”. The right is not absolute and it may be restricted provided the restrictions are lawful, have a legitimate aim and are balanced. The established planning decision-making process assesses the impact, which a proposal will have on individuals and weighs that against the wider public interest when determining whether development should be permitted. That is consistent with the requirements of the European Convention on Human Rights.
- Both the Wiggins Teape (726 dwellings) and Bessemer Road (250 dwellings) sites are factored into the LDP as housing commitments (i.e. sites for housing with planning permission or subject to S106 agreements). Such sites have been subtracted from the overall dwelling need to derive how much new land for housing the LDP needs to allocate and thereby have already been accounted for before allocating the NW Cardiff site in the LDP.
- The ES considers indirect and cumulative effects. Indirect effects are considered within individual topic chapters, whilst the cumulative and residual effects are addressed in a specific chapter (Chapter L).
- The introduction of a SIL will not replace the need for the Council to enter into s106 agreements with developers.
- The impact on property values and housing saleability are not material planning considerations.
- It is not reasonable to assume that the provision of affordable housing would result in increased crime and disorder.
- The sale of land is not a material consideration in the determination of the planning application.

9. S106 Requirements and Viability

9.1 The following planning obligations have been agreed to mitigate any significant adverse impacts of the proposed development and to provide essential,

enabling and necessary infrastructure as defined within LDP policies KP2, KP2(C), KP4, KP6 and KP7.

- 9.2 In identifying the nature and quantum of infrastructure provision proposed, the applicant has provided a viability assessment which the Council has independently verified. It is considered that the planning obligations listed below represent value for money to the Council and deliver a quality and quantity of infrastructure consistent with the adopted Local Development Plan, masterplanning principles and the Council's Liveable Design Guidance.
- 9.3 Affordable Housing: 15% on-site affordable housing 50%, of which is intermediate rent (IR), and 50% as low cost home ownership (LCHO), with the LCHO element being offered at 70% of open market value (OMV). Whilst this level is below the 30% sought for greenfield sites, and below the amount requested by the Director of Communities, Housing and Customer Services, there are exceptional circumstances in terms of the significant cost to deliver essential enabling infrastructure to support the delivery of Strategic Site C. These circumstances have impacted upon viability where 15% is the maximum contribution which could be achieved where the development remains economically viable.
- 9.4 Highways and Transportation: In addition to the significant highway works (c.£8M), a financial contribution of £600K has also been secured to provide for a 2 year bus subsidy (£300K) and (£300K) towards the Heol Isaf improvements. The s106 will also cover the agreement and implementation of school and residential travel plans. It is acknowledged that these works are disproportionate to the scale of the development proposed, but are considered necessary within the context of the wider strategic site.
- 9.5 Education: Delivery of land and premises for a 2 Form Entry (420 pupil) primary school including 48 full time nursery places, compliant with Building Bulletin 99. The estimated cost to the developer to provide the land and school is c. £8M. Triggers for the approval and delivery of the school as well as a "fall back" contribution should the school not be delivered are to be included in the S106 agreement.
- 9.6 Community Facilities: LDP Policy KP2(C) identifies a larger community facility within the district centre planned for Strategic Site C. As such, a financial contribution of £122K in lieu of on-site provision is considered acceptable.
- 9.7 Green Infrastructure/ Open Space: 4.64ha of open space is identified within the application. This includes significant areas of formal in informal open space, play areas and green corridors servicing to provide recreational routes, sustainable drainage and ecological mitigation. The total cost of such infrastructure is estimated at c.£5M. Details of future management and maintenance arrangements for blue and green infrastructure are to be specified within the S106 agreement.
- 9.8 Waste Management: Financial contribution of £34,419 towards the cost of bins.

- 9.9 Air Quality: Financial contribution of £3,150 towards air quality monitoring.
- 9.10 The total cost to deliver the essential, necessary and enabling infrastructure defined above, excluding affordable housing obligations, is in excess of £20M.
- 9.11 It is considered that the s106 Heads of Terms satisfy the requirements of Circular 13/97 Planning Obligations and the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations.

10. **CONCLUSION**

- 10.1 It is considered that the submitted Environmental Statement provides a comprehensive assessment of the potential impacts of the proposed development and this has been taken into consideration in the assessment of the application. The conclusions of the submitted ES are considered sound. For reasons set out in this report, it is considered that the proposal is policy compliant and that there are no reasonable grounds for refusal. With the LDP now adopted, the principle of the development of the site for the proposed uses is firmly established and the application will, importantly, help deliver the required level of housing growth. The application has been planned in a comprehensive and integrated matter, reflecting the LDP masterplanning approach, and will deliver a high quality, sustainable and distinctive development that will connect positively to surrounding communities. It is recommended that outline planning permission be granted, subject to the recommended conditions and relevant parties entering into a S106 agreement.

APPENDIX 1: Summary of Effects within Mitigation in Place (extracted from Environmental Statement Non-Technical Summary updated September 2015).

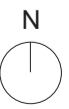
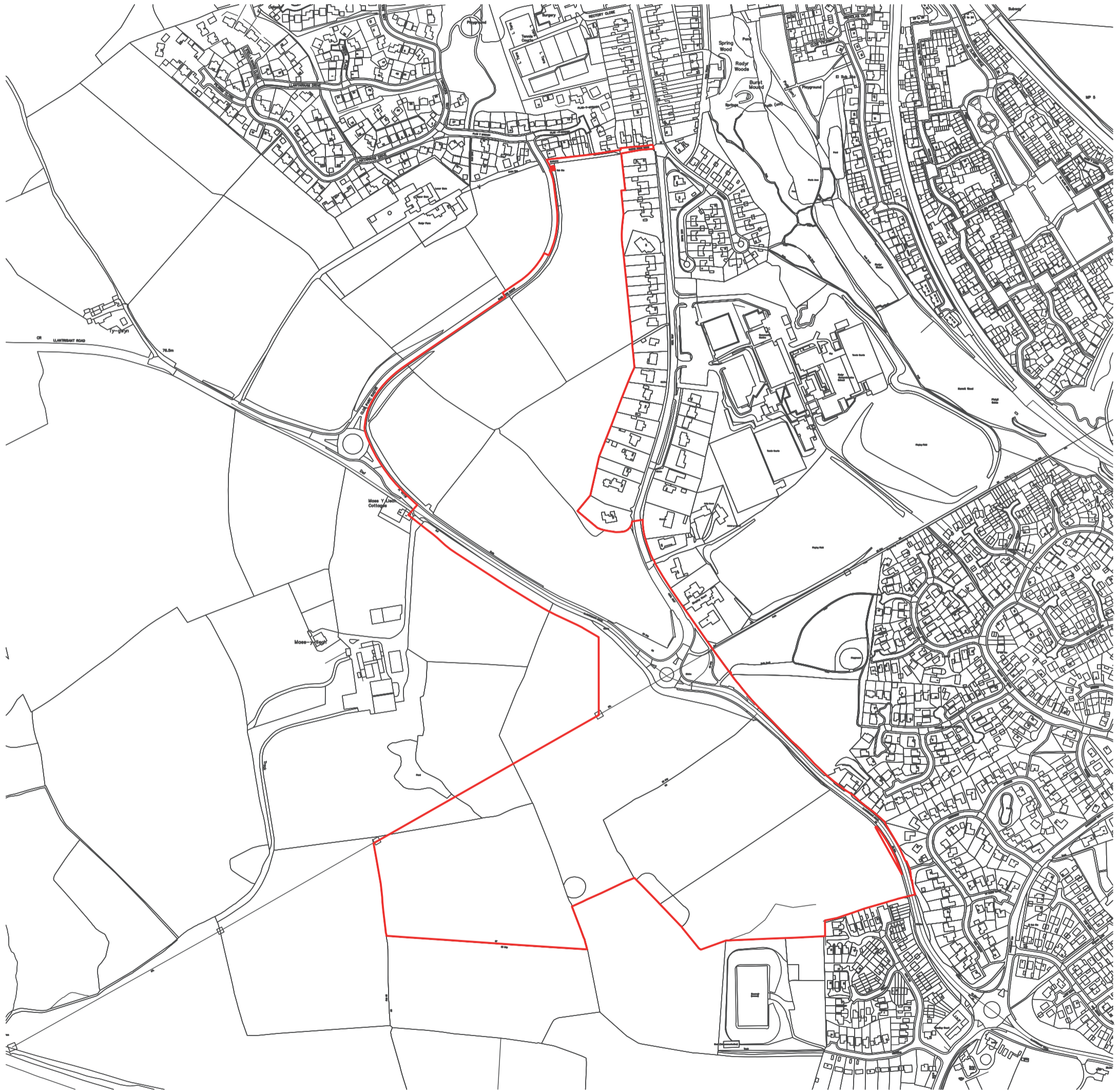
Environmental Topic	Effects during Construction	Effects during Operation	Commentary – Residual Impacts	Cumulative Effects
Socio Economic	Moderate beneficial	Negligible – major beneficial	Additional benefits to local economy, affordability and ensuring local business viability.	Additional benefits to local economy, affordability and ensuring local business viability.
Transportation	Negligible	Minor adverse – major beneficial	No impacts during construction; following completion of development improvements to the pedestrian and cycling environment, pedestrian amenity, junction/driver delay, pedestrian delay and fear and intimidation. No impact on hazardous loads, parking and accidents and safety.	Benefits of increased public transport options offering alternatives to car travel. Also benefits from creation of an improved cycle and pedestrian network. Potential increase in driver delay as a result of increased traffic on the network, though this is offset by alternative sustainable transport modes.
Water Resources	Negligible – minor adverse	Negligible – minor adverse	Potential for minor adverse impacts on storm drainage and potable water.	Negligible impacts on flood risk, hydrogeology and storm drainage. Likely requirement for additional foul drainage and potable water capacity improvements, as well as new wastewater treatment facilities.
Ecology	Negligible – minor beneficial	Negligible – minor beneficial	Negligible impacts on River Taff, local designations, bats, hedgerows, trees	None anticipated.

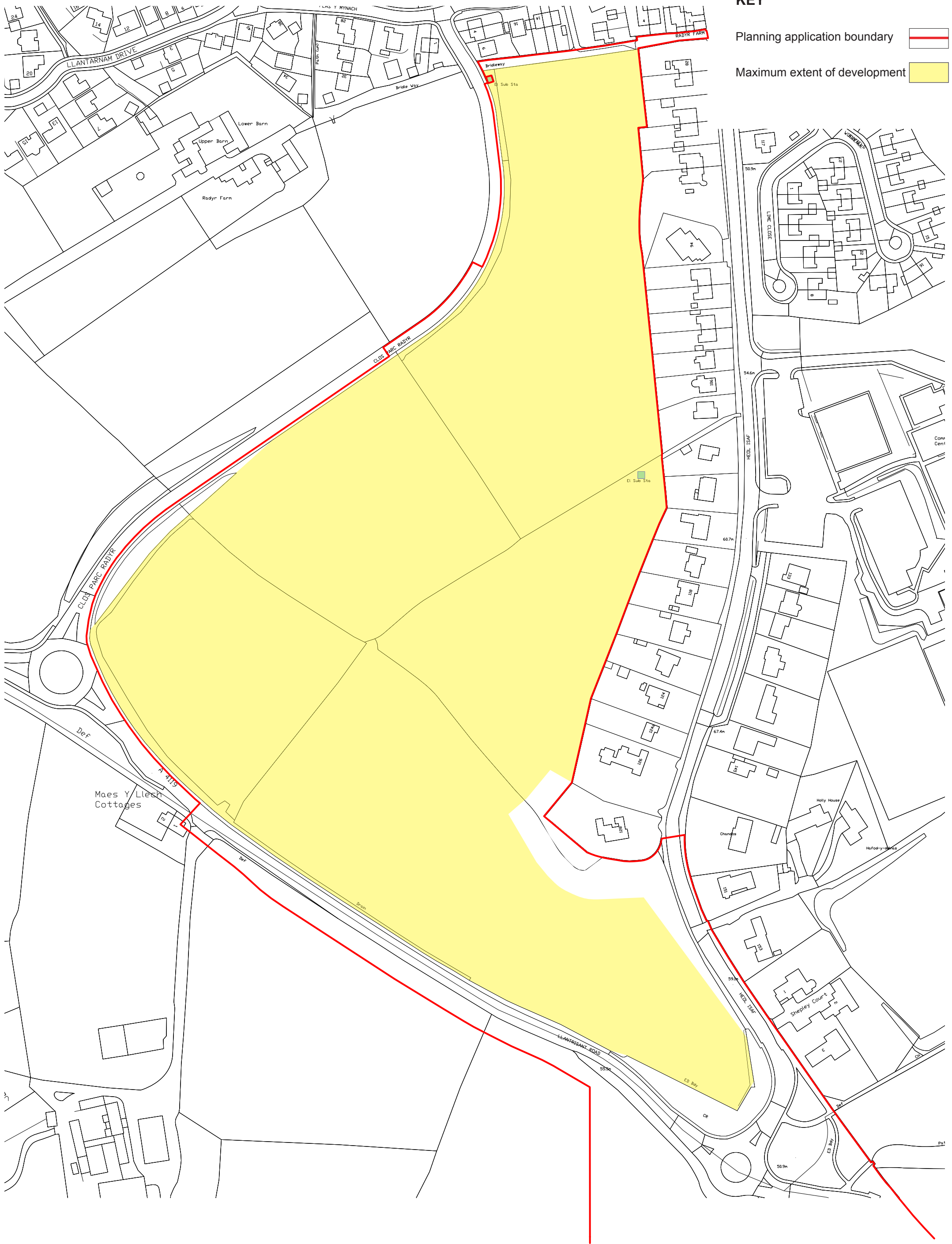
Environmental Topic	Effects during Construction	Effects during Operation	Commentary – Residual Impacts	Cumulative Effects
			and woodland. Minor beneficial on birds and reptile habitats (site level only). Moderate beneficial impact on ponds and grassland.	
Landscape and Visual	Range from negligible to major adverse	Negligible – major adverse	Impacts predicted on the development site and Public Rights of Way passing through/very close to the site. Impacts decrease with distance from the site.	Impact on landscape character limited by separation distances between cumulative sites north of Junction 33 and South of Creigiau. Limited visual impacts, apart from where the development site and land at North West Cardiff meet.
Noise and Vibration	No impacts	No impacts	None anticipated	Negligible. The housing on the BBC site will generate less traffic than the current use.
Air Quality	No impacts	No impacts	None anticipated	Potential minor adverse impact on air quality from increased traffic flows, though would be reduced through strategic public transport measures.
Heritage	Neutral – minor/moderate adverse	Neutral – minor/moderate adverse	Minor adverse on historic landscape character and The Thatch (Grade II listed building).	Potential low – moderate adverse impact on any undesignated archaeological assets and historic landscape character within North West Cardiff strategic site.
Agriculture and Soils	Moderate – minor adverse	Moderate – minor adverse	Moderate adverse impact of loss of best and most	Major adverse impacts on best and most versatile

Environmental Topic	Effects during Construction	Effects during Operation	Commentary – Residual Impacts	Cumulative Effects
			<p>versatile agricultural land. Minor adverse on soil/land functions and Maes y Llech Farm.</p>	<p>agricultural land, Maes y Llech Farm tenants and soil functions. Limited to land at North West Cardiff. Remaining cumulative sites will have no further impacts on agricultural land or farm businesses but will increase the overall impact on soil functions.</p>


KEY


Planning application boundary

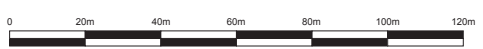




KEY

Planning application boundary 

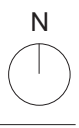
Maximum extent of development 



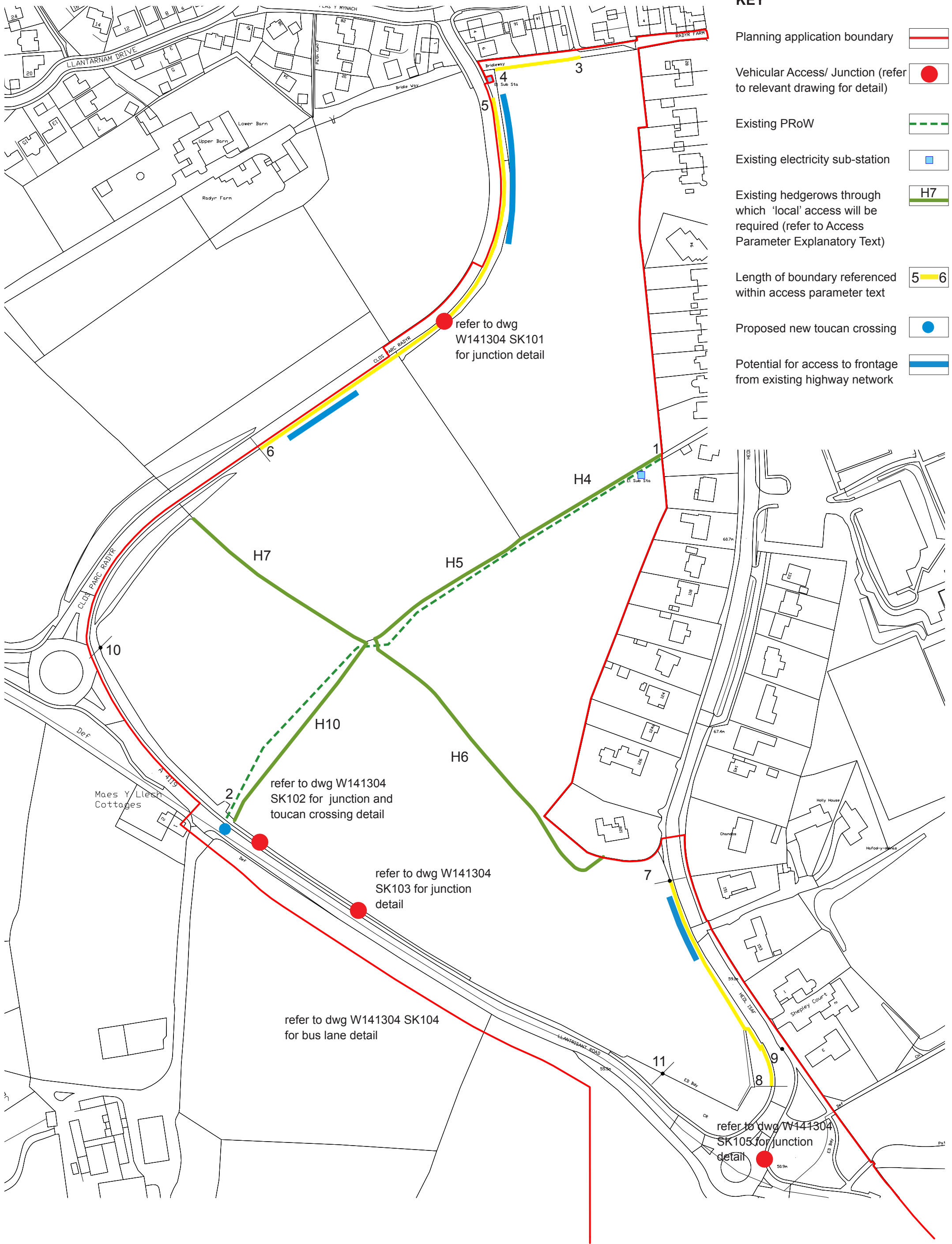
Project Land North of Llantrisant Road
 Title **Parameters Plan**
1. Development Extent

Client Redrow Homes Limited; Trustees of St. Fagans No 1 & 2 Trust and Trustees of St. Fagans No 3 Trust

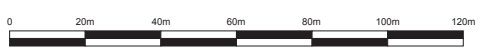
Date August 2014
 Scale 1:2000 @ A3
 Drawn by SG
 Drg. No IL1129/09-23.1 (RevK)

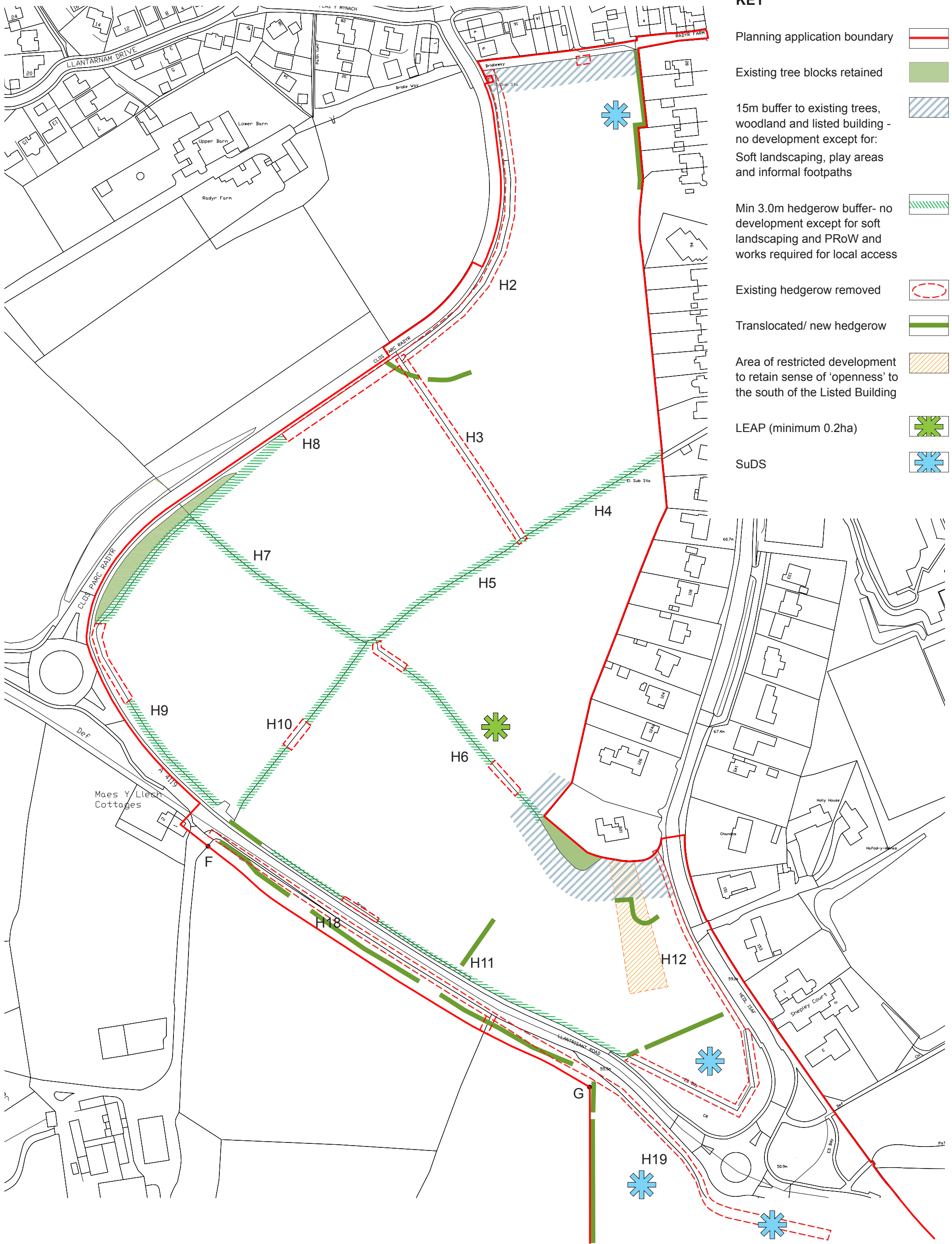


This map is based upon OS Mastermap by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown copyright 2014. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Arup. Licence Number: 100039628

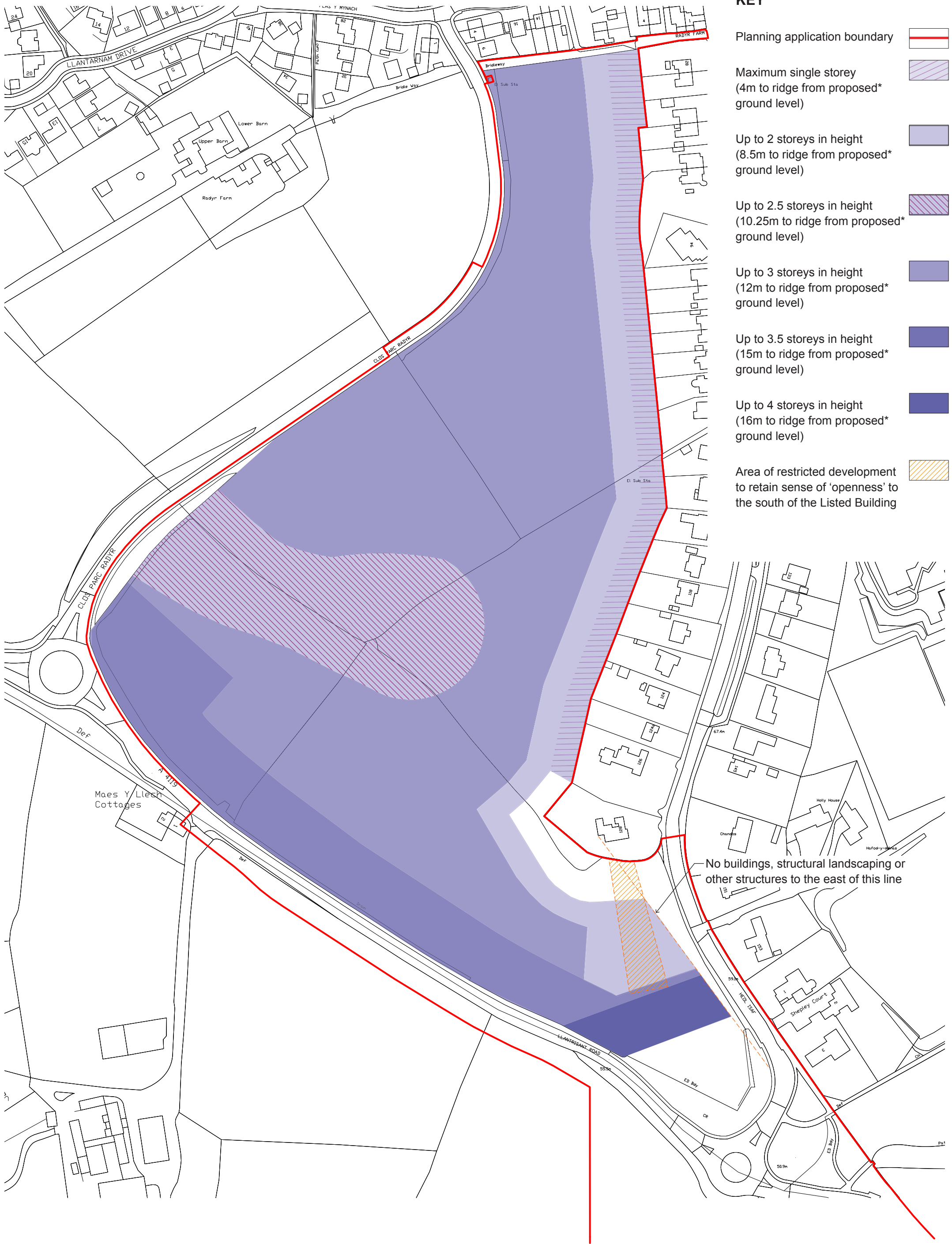


- KEY**
- Planning application boundary
 - Vehicular Access/ Junction (refer to relevant drawing for detail)
 - Existing PRoW
 - Existing electricity sub-station
 - Existing hedgerows through which 'local' access will be required (refer to Access Parameter Explanatory Text)
 - Length of boundary referenced within access parameter text
 - Proposed new toucan crossing
 - Potential for access to frontage from existing highway network



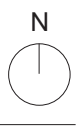
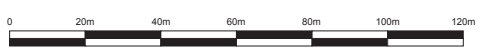


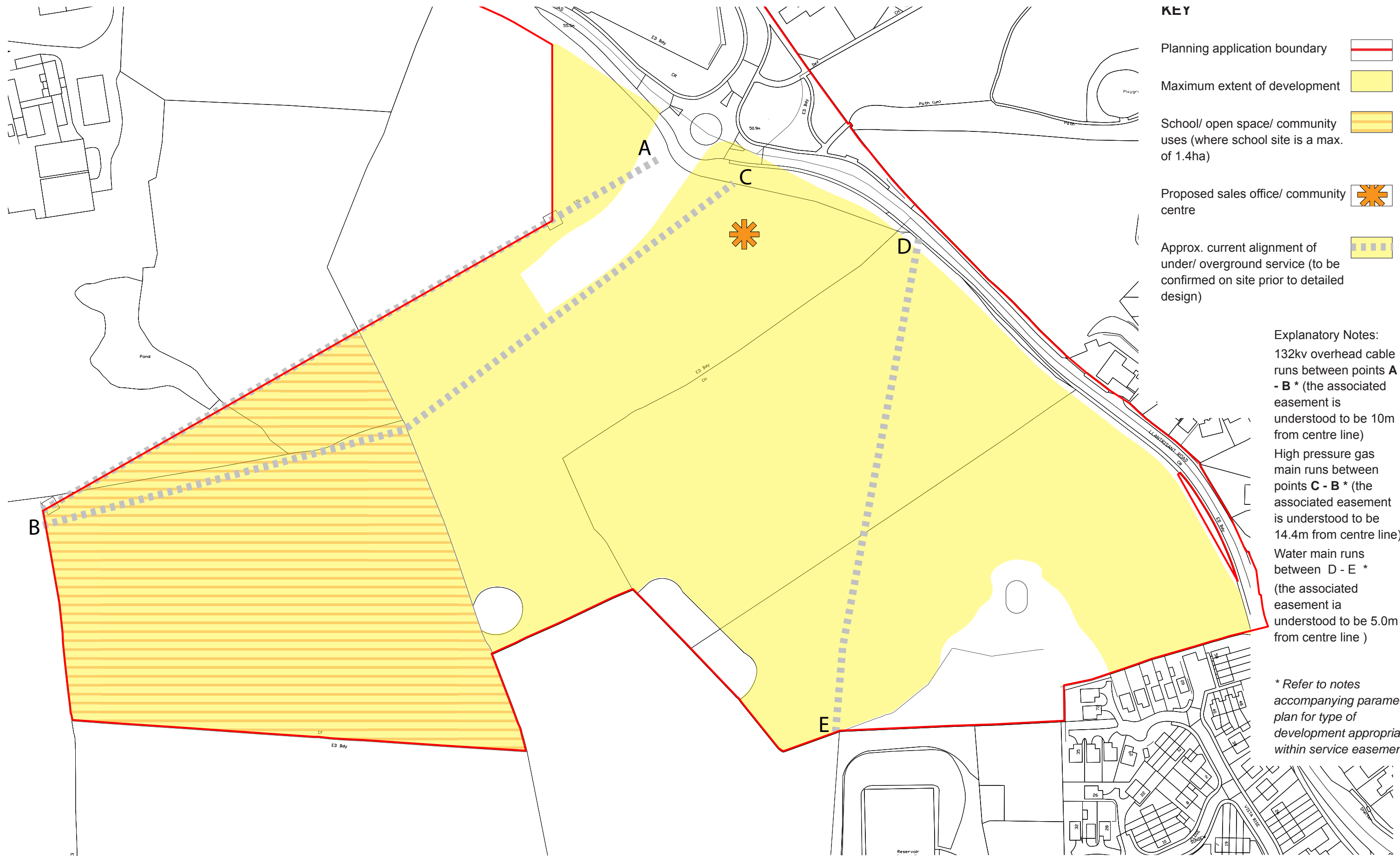
- KEY**
- Planning application boundary
 - Existing tree blocks retained
 - 15m buffer to existing trees, woodland and listed building - no development except for: Soft landscaping, play areas and informal footpaths
 - Min 3.0m hedgerow buffer- no development except for soft landscaping and PRow and works required for local access
 - Existing hedgerow removed
 - Translocated/ new hedgerow
 - Area of restricted development to retain sense of 'openness' to the south of the Listed Building
 - LEAP (minimum 0.2ha)
 - SuDS



- KEY**
- Planning application boundary
 - Maximum single storey (4m to ridge from proposed* ground level)
 - Up to 2 storeys in height (8.5m to ridge from proposed* ground level)
 - Up to 2.5 storeys in height (10.25m to ridge from proposed* ground level)
 - Up to 3 storeys in height (12m to ridge from proposed* ground level)
 - Up to 3.5 storeys in height (15m to ridge from proposed* ground level)
 - Up to 4 storeys in height (16m to ridge from proposed* ground level)
 - Area of restricted development to retain sense of 'openness' to the south of the Listed Building

No buildings, structural landscaping or other structures to the east of this line

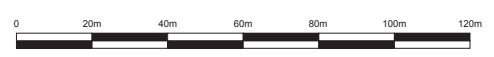


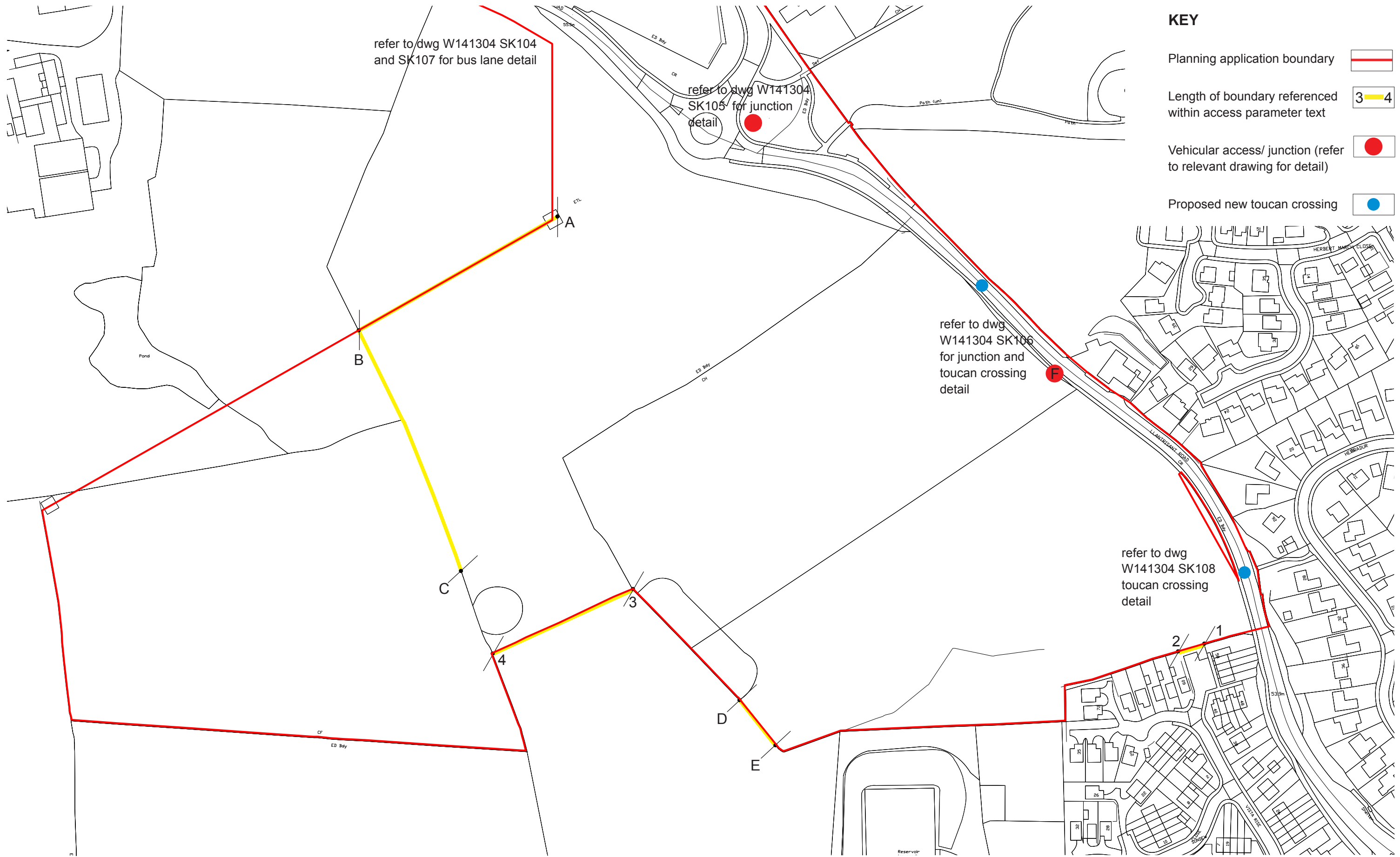


- KEY**
- Planning application boundary
 - Maximum extent of development
 - School/ open space/ community uses (where school site is a max. of 1.4ha)
 - Proposed sales office/ community centre
 - Approx. current alignment of under/ overground service (to be confirmed on site prior to detailed design)

Explanatory Notes:
 132kv overhead cable runs between points **A - B *** (the associated easement is understood to be 10m from centre line)
 High pressure gas main runs between points **C - B *** (the associated easement is understood to be 14.4m from centre line)
 Water main runs between **D - E *** (the associated easement is understood to be 5.0m from centre line)

** Refer to notes accompanying parameter plan for type of development appropriate within service easements*





KEY

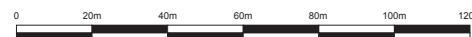
- Planning application boundary
- Length of boundary referenced within access parameter text 3 4
- Vehicular access/ junction (refer to relevant drawing for detail)
- Proposed new toucan crossing

refer to dwg W141304 SK104 and SK107 for bus lane detail

refer to dwg W141304 SK105 for junction detail

refer to dwg W141304 SK106 for junction and toucan crossing detail

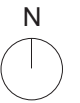
refer to dwg W141304 SK108 toucan crossing detail

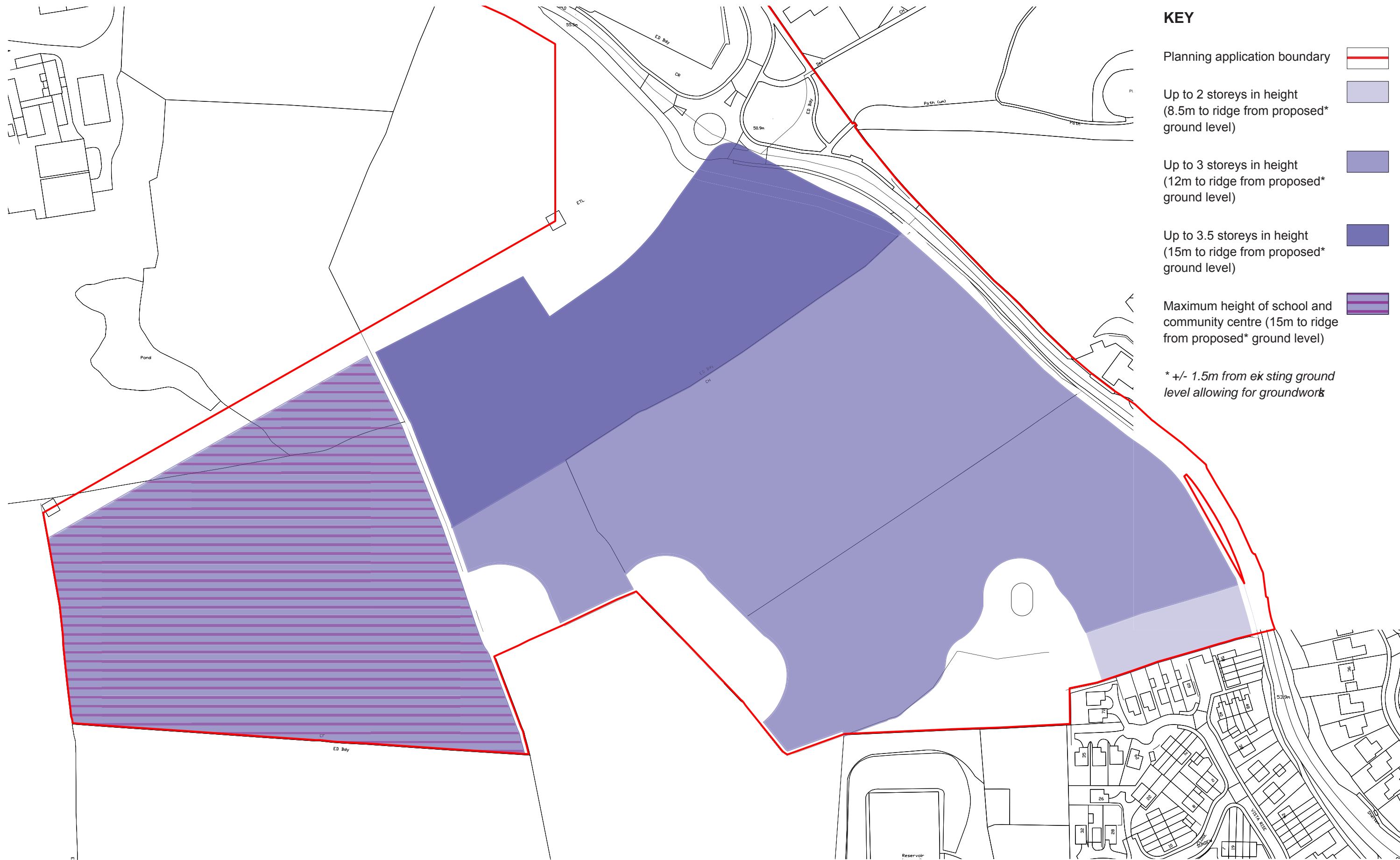




KEY

Planning application boundary	
Existing tree/ scrub retained	
Existing hedgerow removed or translocated (refer to parameter plan notes)	
Existing TPO removed	
Min 3.0m hedgerow buffer - no development except for soft landscaping and PRoW and works required for 'local' access	
Existing trees and tree groups subject to TPO's to be retained subject to condition	
15m buffer to existing and new permanent ponds	
Dark corridor (min. 30m wide)	
LEAP (minimum 0.2ha)	
SuDS	
Landscape buffer (various widths)	
Translocated/ new hedgerow	

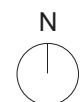


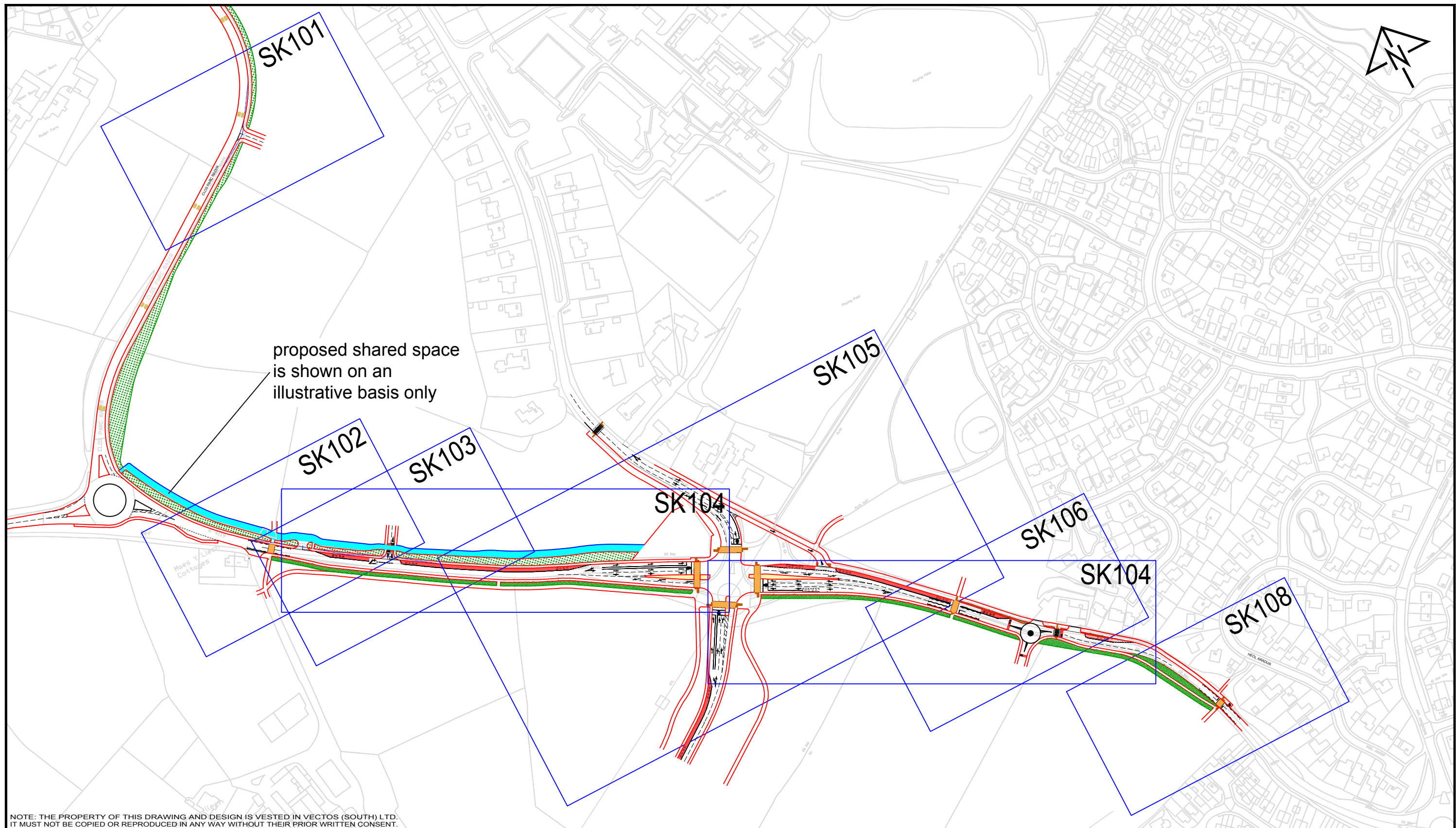


KEY

- Planning application boundary
- Up to 2 storeys in height
(8.5m to ridge from proposed*
ground level)
- Up to 3 storeys in height
(12m to ridge from proposed*
ground level)
- Up to 3.5 storeys in height
(15m to ridge from proposed*
ground level)
- Maximum height of school and
community centre (15m to ridge
from proposed* ground level)

* +/- 1.5m from existing ground level allowing for groundwork





REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:

- 2.4m x 43m Visibility Splay
- Adopted Highway Boundary
- Pedestrian Crossing Surface
- Proposed Shared Surface Area
- Proposed Retained Hedgerow

North West Cardiff

Llantrisant Road Proposal Overview Plan

DRAWN: AP CHECKED: IS DATE: 09.10.15 SCALES: NTS at A3

Redrow Homes



10th Floor, Helmont House, Churchill Way, Cardiff CF10 2HE
t: 02920 720 860 e: enquiries@vectos.co.uk

DRAWING NUMBER: **W141304_SK100** REVISION: .







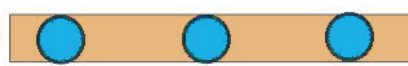




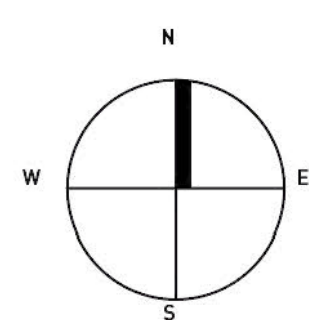
Rev A
 Additional footpath connections shown
 Re-orientation of plots next to Lotod Building
 Additional information added
 Wildlife zone increased
 School layout added

Rev B
 South of Llantrisant Rpa re-designed to remove hedge and incorporate GI link. Cycle highway provided south of Llantrisant Road. Clarity on Paths and Cyclepaths

Rev C
 GI corridor increased. Boulevard trees added
 Cyclepath amended to planners request
 Amends to Llantrisant Road
 Layout amend to gain view to LB

Legend

- Footpath 
- Cyclepath 
- Contours at 1m 
- Ground Retention 
- Space overlooked 
- Cycle / Footpath 3m / 2m 
- 3m cycleway over shared drive 
- 3m shared Cycle / Footway 
- 4m Cycle / Footway 



LAND NORTH AND SOUTH OF LLANTRISANT ROAD - SKETCH MASTERPLAN





1 Water Terraces - series of terraced water pools with local stone walls and wetland planting



2 Landform & Water - sculptural terraced grassed mound and water pool to create striking gateway feature



9 Swales and Water Pools - with swathes of wetland planting and boulders providing informal play opportunities



10 Wildlife Ponds - enhancement of existing ponds and creation of new ponds designed for wildlife



11 Reptile Habitats - reptile hibernacula and long grassland to enhance opportunities for reptiles



12 Natural Play - a linear route of incidental items encouraging natural play

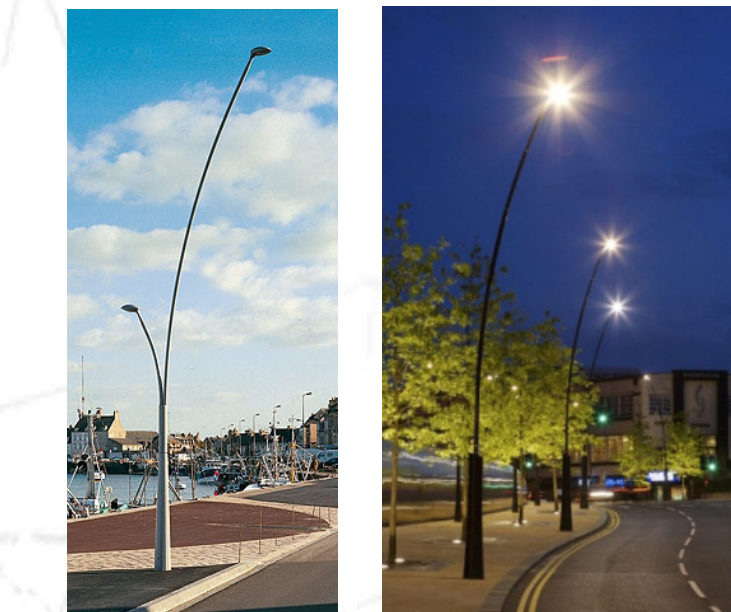
- Key**
- Existing Trees
 - Existing Hedgerows / Vegetation
 - Dark Zone
 - Indicative route of Dark Corridor
 - Proposed Trees
 - Proposed Small Trees / Shrubs to Dark Corridor
 - Translocated hedgerows
 - Proposed Species-Rich Native Hedgerows
 - Short Grass
 - Long Species-Rich Grass
 - Wildflower Meadow
 - Shrub and Herbaceous Planting
 - Native Structure Planting
 - Wetland Planting and Marshy Grassland
 - Earth Mounds
 - Footpaths only
 - Shared footpaths / cycleways
 - Cycleway only
 - Bridge / culvert
 - Cycleway over shared drive
 - Seating and Picnic Tables
 - Ponds
 - Swale
 - Boulders
 - Boundary Treatment
 - LEAP
 - LAP
 - Incidental Natural Play Pieces
 - Indicative Route of Diverted Water Mains and Easement



3 Tree Planting - formal grids of trees provides unity along the gateway corridor. Species choice to achieve seasonal interest with different colour and texture and to include native fruit and nut bearing species for wildlife.



4 Planting - swathes of naturalistic grasses with shrub and herbaceous planting to add colour, texture and seasonal interest, whilst creating opportunities for wildlife. Seating nestled within the planting.



5 Gateway lighting columns



6 Swathes of long grass and wildflower meadow with mown paths running between.



7 Play Space - sculptural, imaginative and creative play pieces to create a range of opportunities for children of all ages



8 Viewing Mound - sculptural landform used to create viewing platform and informal play opportunities

