

LOCAL MEMBER OBJECTION

COMMITTEE DATE: 10/02/2016

APPLICATION No. **14/02891/MJR** APPLICATION DATE: 10/12/2014

ED: **LISVANE**

APP: TYPE: Hybrid Application

APPLICANT: South Wales Land Developments Ltd
LOCATION: CHURCHLANDS LAND NORTH AND EAST OF LISVANE,
LISVANE, CARDIFF

PROPOSAL: HYBRID APPLICATION COMPRISING AN OUTLINE
APPLICATION FOR RESIDENTIAL DEVELOPMENT OF
APPROXIMATELY 1000 UNITS INCLUDING A PRIMARY
SCHOOL AND VILLAGE CENTRE AND A FULL APPLICATION
FOR HIGHWAY AND DRAINAGE INFRASTRUCTURE
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 Section 9 of this report, and having taken the Environmental Information into consideration, planning permission be **GRANTED** subject to the following conditions:

1. Phasing of the development (including the associated delivery of the spine road, associated spurs and drainage infrastructure) shall be implemented in accordance with the Phasing Plan [R.0281_46B] or with any modification to that Phasing Plan as may be agreed with the prior written approval of the Local Planning Authority.
Reason: To ensure that there is a clear and phased framework for both the development and the submission of Reserved Matters so that the development is carried out in a comprehensive, sustainable and coherent manner.
2. A. Prior to the commencement of a particular phase (or part thereof) of the approved development, excluding the spine road, associated spurs and drainage strategy, details of the layout, scale, appearance, access (where not permitted by this permission), and landscaping (hereinafter called "the reserved matters") for that phase (or part thereof) of the development shall be submitted to and approved in writing by the local planning authority. B. Plans and particulars of the reserved matters referred to in condition 2A above, relating to the layout, scale and appearance of any buildings to be erected, the means of access to the site (where not permitted by this permission) and the landscaping of the site, shall be submitted in writing to the local planning authority and shall

be carried out as approved. C. Application for approval of the first reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. Application for approval of all other reserved matters shall be made to the Local Planning Authority before the expiration of 10 years from the date of this permission. D. 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, C and D. In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

3. The spine road, associated spurs and drainage infrastructure hereby approved (and as shown on the plans referred to in Condition 4 of this planning permission) shall be begun before the expiration of five years from the date of this planning permission.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

4. The spine road, associated spurs and drainage infrastructure hereby permitted shall be carried out in accordance with the following approved plans unless otherwise amended by any other condition in this permission:

- (i) W120606/B/08 Rev K – Proposed Internal Link Road and Junction Layout (submitted 21st October 2015)
- (ii) 120424/B/02 – Inbound Bus Lane Feasibility layout (submitted 10th December 2014)
- (iii) 529-15-002 SK-006D – Proposed Pond Sections (Pond 1) (submitted 27th April 2015)
- (iv) 529-15-002 SK-008D – Proposed Pond Sections (Pond 3) (submitted 27th April 2015)
- (v) 529-15-002-SK-09A – Hydrobrake and Outlet Details (submitted 10th December 2014)
- (vi) 529-15-002-SK-10B – Proposed Infrastructure Longitudinal Sections (submitted 10th December 2014)
- (vii) 529-15-002-SK-21C – Proposed Pumping Station/Rising Main Indicative Route (submitted 10th December 2014)
- (viii) 529-15-002-SK-24 – Proposed Pumping Station Indicative Layout and Screen Wall Elevations (submitted 10th December 2014)

The remainder of the development hereby approved in outline shall be carried in broad accordance with the following approved plans:

- (ix) R.0281_11G-5 – Application Boundary (submitted 10th December 2014)
- (x) R.0281_62-1 – Parameter Plan Land Use (submitted 14th October 2015)

- (xi) R.0281_62-2 – Parameter Plan Access (submitted 14th October 2015)
- (xii) R.0281_62-3 – Parameter Plan Building Heights (submitted 14th October 2015)
- (xiii) R.0281_62-4 – Parameter Plan Green Infrastructure (submitted 14th October 2015)
- (xiv) R.0281_57B – Illustrative Masterplan (submitted 14th October 2015)
- (xv) R.0281_57A-2 - Key Wildlife Corridors (submitted 14th October 2015)
- (xvi) R.0281_63-1 and 63-2 - Indicative Landscape Sections (submitted 14th October 2015)
- (xvii) R.0281_36C - Tree Retention/Loss and Tree/Hedgerow Planting Capacity Plan (submitted 19th October 2015)

Reason: For the avoidance of doubt

5. No more than 1,000 dwellings shall be erected on the application site.
Reason: For the avoidance of doubt

6. No reserved matters application shall be approved until there has been submitted to and approved in writing by the Local Planning Authority a Design Code and Detailed Masterplan for the phase within which that reserved matters application is located. The Design Codes and Detailed Masterplans shall be in broad accordance with the design principles set within the Design and Access Statement (R.0281_32D) and the Design and Access Statement Addendum (R.0281_65). The Design Codes shall include the following matters:
 - (i) Information on approximate dwelling numbers per phase (to be provided within first Design Code approved);
 - (ii) A street structure plan which shall be supplemented with street design principles, typical street dimensions, boundary treatment, materials and artist's impressions;
 - (iii) A plan illustrating Focal Spaces, Focal Buildings, Key Frontages and adaptable units;
 - (iv) A detailed design for street hierarchies at an appropriate scale;
 - (v) 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);
 - (vi) Density zones showing how density differs according to street hierarchy, enclosure of space and supporting facilities such as local centres;
 - (vii) Building types;
 - (viii) Building heights;
 - (ix) A residential parking strategy that offers different solutions (on-street/on-plot/small parking courts) to reduce the visual and physical impact of parking and cycle parking (for flatted accommodation) and to suit differing house types (including flatted accommodation) and densities;

- (x) The means to accommodate the parking of vehicles and cycles for non-residential uses;
- (xi) Sustainable drainage features;
- (xii) Architectural principles and detailing;
- (xiii) Design principles for street tree planting and other structural planting landscaping areas;
- (xiv) Design principles for the green infrastructure as identified on the Green Infrastructure Parameter Plan (drawing no. R.0281_62-4 received 14th October 2015) including location and layout of play areas, and sports pitches;
- (xv) Design principles on hard and soft landscaping treatments (including surfacing materials for all public realm);
- (xvi) Design principles on the colour and texture of external materials and facing finishes for roofing and walls of buildings and structures;
- (xvii) Design principles for street lighting and any other lighting to public space (including parking areas) including open space;
- (xviii) Design principles for utility meter covers;
- (xix) Design principles for refuse storage;
- (xx) A mechanism for periodic review and refinement if necessary of the approved Design Code;
- (xxi) A detailed strategy for the provision of public roads, public footpaths, public cycle tracks and utility infrastructure to serve the development on the remainder of Strategic Site F as identified in Local Development Plan Policy KP2(F) (North East Cardiff (West of Pontprennau) incorporating a programme for their provision which thereafter shall be provided in accordance with the approved programme

The details in the reserved matters applications shall be in broad accordance with the approved Design Codes and Detailed Masterplans. Reason: To retain control of the development and to ensure that the development is carried out in an integrated manner as envisaged by the outline application.

7. No reserved matters application shall be approved until a public art strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include details of procurement, a timetable for implementation and a maintenance schedule. The approved public art shall be provided prior to the completion of the relevant phase, or part thereof, and maintained in accordance with the approved details.
Reason: In the interests of visual amenity and the creation of a quality and legible built environment.
8. Prior to the commencement of each phase of development (excluding the associated delivery of the spine road, associated spurs and drainage infrastructure) or part thereof a comprehensive phasing plan for the construction of the roads, footpaths and other publicly accessible areas, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the

approved plan or with any modification to that phasing plan as may be agreed with the prior written approval of the Local Planning Authority.
Reason: To ensure an orderly form of development with safe access through and within the site.

9. Prior to the commencement of any site clearance, construction works or development on any phase (or part thereof), a Construction Environmental and Management Plan (CEMP) for that phase (or part thereof) shall be submitted to and approved in writing by the Local Planning Authority in order to manage the impacts of construction on that phase. The CEMP shall include:

- (i) an implementation programme for the construction of the roads, footpaths and other publicly accessible areas;
- (ii) details of Construction Traffic Management, which shall include: identification of the routes that construction vehicles would take and measures to regulate the routing of construction traffic; times within which traffic can enter and leave the site; times of deliveries, site access, 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 for contractors vehicles, site operatives and visitors;
- (iii) details of the storage of plant and materials, construction compounds, any temporary facilities for construction / sales staff;
- (iv) details of site hoardings (including the erection, maintenance, security and any decorative displays);
- (v) measures to control the emission of dust and dirt during construction;
- (vi) details of site waste management for the recycling and/or disposal of all waste resulting from demolition and construction works;
- (vii) a Construction Drainage Scheme indicating how surface water and land drainage flows will be controlled to prevent contamination, nuisance, subsidence or flooding to land, buildings, watercourses or highways within that phase (or part thereof) or adjacent land, buildings, watercourses and highways during the construction period;
- (viii) a lighting scheme consistent with the requirements of dormice and bats as set out in the Ecological Management Strategy required by Condition 16;
- (ix) 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 with in full throughout the construction period for that phase (or part thereof).
Reason: In the interests of highway safety, and protection of the environment and public amenity.

10. No dwelling shall be occupied until that part of the road and footway which provides access to it and all surface water drainage works for the

said road have been laid out, constructed and completed up to base course level in accordance with the approved plans. Reason: To ensure an orderly form of development.

11. Prior to the commencement of the construction of each phase (or part thereof) of the spine road, associated spurs and drainage infrastructure hereby approved (as defined on drawing nos. W120606/B/08 Rev K, 529-15-002 SK-006D, 529-15-002 SK-008D, 529-15-002-SK-09A, 529-15-002-SK-10B and 529-15-002-SK-24), a landscaping scheme relating to that phase of the spine road, associated spurs and drainage infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, as appropriate for that phase: details of proposed finished levels, earthworks, hard surfacing materials, proposed and existing services above and below ground level, 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) and an implementation programme. 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 unless any modification to the scheme is agreed in writing with the Local Planning Authority.
Reason: To maintain and improve the appearance of the area in the interests of visual amenity.
12. In relation to the landscaping scheme approved under Condition 11 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, unless the Local Planning Authority gives written consent to any variation.
Reason: To maintain and improve the appearance of the area in the interests of visual amenity.
13. Prior to the commencement of each phase of the development or part thereof (including the associated delivery of the spine road, associated spurs and drainage infrastructure) a tree assessment in accordance with BS 5837:2012 for that phase or part thereof shall be submitted to and approved in writing by the Local Planning Authority. The tree assessment shall include:
 - (x) an Arboricultural Impact Assessment (AIA);
 - (i) 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
 - (ii) 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.

14. Details in relation to the reserved matters relating to landscaping in compliance with Condition 2 shall include (as appropriate for the relevant phase or part thereof):

(iii) Hard landscape works - Proposed finished levels or contours; means of enclosure and retaining structures; car parking layouts; other vehicle, cycle and pedestrian access and circulation areas; hard surfacing materials; external lighting; public open space, play areas and play equipment; minor artefacts and structures (e.g. furniture, refuse or other storage units, signs etc); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, fuel pipelines).

(i) A landscaping scheme which shall include 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 including phasing of work. The landscaping scheme shall accord with the documents required to be submitted under parts c and d of this condition.

A Green Infrastructure Management Plan 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).

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

15. No development nor any site clearance on a phase, or part thereof, 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 Soil Resource Survey (SRS) and Soil Resource Plan (SRP) for that phase, or part thereof. The information submitted 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.

16. Prior to the commencement of each phase (or part thereof) of the approved development an Ecological Management Strategy (EMS) shall be submitted to and approved in writing by the Local Planning Authority in relation to that phase (or part thereof). The EMS shall be based upon the mitigation measures set out in the Ecology Chapter of the Environmental Statement (submitted 10th December 2014) and the Conservation Strategy (submitted 14th October 2015). The EMS shall include avoidance, mitigation and enhancement measures to be delivered for the benefit of non-statutory designated sites and retained habitats which shall include:
- (ii) Information, including habitat composition and layout, on proposed ecological/green corridors and buffer zones where appropriate, and the implementation of these (timing and phasing).
 - (i) Details of the landscape planting scheme for the ecological/green corridors to be delivered and the phasing of that provision.
 - (ii) Details of the ecological management plan to be implemented for that phase or part thereof.
 - (iii) Measures to be delivered for the benefit of protected species, as appropriate to the phase or part thereof, including dormice, bats, badgers, reptiles and birds.
 - (iv) Measures to encourage biodiversity including the provision of bat roosts and bird nests within an agreed percentage of new buildings.
 - (v) Measures to safeguard habitats from adjacent properties.
 - (vi) Information on appropriate plans setting out habitats to be lost, enhanced, created and retained by the development.
 - (vii) Measures for preventing/controlling light spillage to key wildlife areas/corridors, including the Dormouse crossing points and wildlife culverts required by Conditions 19 and 20.
 - (viii) In relation to information in respect of Phase 2 (or parts thereof) only, a Dormouse monitoring and management strategy to assess the development of, and ongoing suitability of, the habitats provided to support them, including the road crossings with such monitoring taking place for 10 years following the implementation of the habitats.
 - (ix) Identify remediation/intervention/management review measures in the event that post-construction monitoring indicates that avoidance, mitigation and compensation measures are not succeeding in Phase 2 in protecting the Favourable Conservation Status of Dormice.

The approved EMS shall be implemented and carried out strictly in accordance with the approved programme for implementation of the works on that particular phase unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure for the protection of European Protected Species and wildlife.

17. No site clearance/demolition shall take place between 1st March and 31st August 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.
18. No materials, waste, arisings or plant shall be stored or operated within the Llwyn-y-Pia Marsh, Nant Ty-Draw or Nant Glandulais SINC's or allowed to fall, be washed or blown into them.
Reason: To protect the features of interest for nature conservation for which the SINC's have been designated.
19. Notwithstanding the requirements of Condition 16, prior to the commencement of any works within Phase 2, a strategy for addressing habitat severance shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include:
- (i) Details of the 3 no. dormouse crossing points in broad accordance with paragraphs 16 – 19 of the Conservation Strategy (submitted 14th October 2015) to maintain connectivity and a programme for their implementation.
 - (i) Details of the 2 no. wildlife friendly culverts across the approved spine road in broad accordance with paragraph 20 of the Conservation Strategy (submitted 14th October 2015) to maintain connectivity and a programme for their implementation.
 - (i) Information on the habitat either side of the crossing points and culverts, and justification for the approach.
- The strategy shall be implemented in accordance with the approved details.
Reason: To ensure for the protection of European Protected Species and in the interests of biodiversity.
20. Notwithstanding the requirements of Condition 16, prior to the commencement of any works within Phase 1, a strategy for addressing habitat severance shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include:
- (ii) Details of a wildlife friendly culvert across the approved spine road in broad accordance with paragraph 20 of the Conservation Strategy (submitted 14th October 2015) to maintain connectivity and a programme for their implementation;
 - (i) Information on the habitat either side of the culvert, and justification for the approach.
- The strategy shall be implemented in accordance with the approved details.
Reason: In the interests of biodiversity.

21. Any reserved matters submission that results in the removal of any tree(s) or building(s) to facilitate development shall be accompanied by an up-to-date appraisal survey of the suitability of those tree(s) or building(s) to accommodate bats.
Reason: To ensure the protection of European Protected Species.
22. In the event that contamination is found at any time when carrying out the approved development on each phase or part thereof that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority within 2 weeks of the discovery of any unsuspected contamination.
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.
23. Any topsoil (natural or manufactured), or subsoil, to be imported on each phase or part thereof 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 Welsh Local Government Association guidance '*Requirements for the Chemical Testing of Imported Materials for Various End Uses*'. Subject to approval of the above, sampling of the material received at the development site shall verify that the imported soil is free from contamination shall be undertaken in accordance with the approved scheme.
Reason: To ensure that the safety of future occupiers is not prejudiced.
24. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported on each phase or part thereof 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 Welsh Local Government Association guidance '*Requirements for the Chemical Testing of Imported Materials for Various End Uses*'. Subject to approval of the above, sampling of the

material received at the development site shall verify that the imported aggregate is free from contamination and shall be undertaken in accordance with the approved scheme.

Reason: To ensure that the safety of future occupiers is not prejudiced.

25. Prior to the development of each phase (or part thereof) a detailed scheme for the treatment and disposal of soils affected by Japanese Knotweed and Himalayan Balsam shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall accord with the advice in the Environment Agency publication '*The Knotweed Code of Practice: Managing Japanese Knotweed on Development Sites*' (Version 3 amended in 2013). Thereafter the development shall be carried out in accordance with the approved scheme.

Reason : To ensure that the safety of future occupiers is not prejudiced.

26. The details submitted in compliance with Condition 2 for Phase 2 of the development (or part thereof) shall include a scheme for approval 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.

27. No development or site clearance of a phase or part thereof shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant 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.

28. The development shall be carried out in accordance with the surface water drainage scheme hereby approved and maintained thereafter or in

accordance with any modified surface water drainage scheme submitted to and approved in writing by the Local Planning Authority. Each phase of the development or part thereof shall be consistent with the surface water drainage scheme hereby approved.

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.

29. Foul discharges from the development site shall discharge to the 375mm foul sewer between manhole reference number ST20811703 and ST208104140 as shown on drawing no. 529-15-002-SK-21C or in accordance with any modifications to the foul discharges from the development as may be submitted to and approved in writing by the Local Planning Authority.

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.

30. No built residential development shall take place within the area defined by the Development Advice Map (DAM) of January 2015 as being within a Zone C2 floodplain.

Reason: To ensure that the development accords with the provisions of Technical Advice Note 15 (Development and Flood Risk).

31. The development hereby approved shall accord with the scale parameter table on page 82 of the Design and Access Statement (R.0281_32D, October 2015) detailing the maximum and minimum length, depth, ridge height and storeys of each building. Reason: To address place making considerations through the creation of sufficient scale to buildings fronting key spaces.

32. No reserved matters application for the relevant phase (or part thereof) shall be approved until there has been submitted to and approved in writing by the Local Planning Authority details of the quantum of units and floor areas for all non-residential units within the zone for Mixed Uses and Community Facilities on the Land Use Parameter Plan (drawing no. R.0281_62-1 received 14th October 2015). The development shall be carried out in accordance with the approved details.

Reason: To ensure that the village centre contains an appropriate mix of uses.

33. The non-residential buildings and primary school shall not be occupied until the following details for that building have been submitted to and approved in writing by the Local Planning Authority:

- (ii) Proposed opening hours;
- (i) Sound insulation (as appropriate);
- (ii) Delivery hours;

The development shall be carried out and operated in accordance with the approved details. Reason: In the interest of residential amenity.

34. Pursuant to the reserved matters relating to any non-residential building for A3 use and for the primary school the following information shall be provided:
- (iii) Sound insulation (as appropriate)
 - (i) Pollution control measures, including the provision of extract ventilation equipment with filters;
- The development shall be carried out in accordance with the approved details and maintained thereafter.
Reason: In the interest of residential amenity.
35. Class A1 development within the zone for Mixed Uses and Community Facilities on the Land Use Parameter Plan (drawing no. R.0281_62-1 received 14th October 2015) shall accord with the provisions of Local Development Plan Policy R7 (Retail Provision Within Strategic Sites).
Reason: To ensure that any retail development is of an appropriate scale.
36. Details submitted in compliance with Condition 2 shall include a plan(s) showing proposed finished floor levels of all buildings and existing and proposed ground levels in relation to a fixed datum for that phase or part thereof. Where a phase or part thereof adjoins existing residential development or open space within the development, the details shall include cross section drawings across the site showing the existing and proposed ground levels in relation to a fixed datum for that phase or part thereof and the existing ground levels of the adjoining residential properties or open space, whichever is relevant. The 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.
37. Prior to their installation on site, details of the external finishing materials to the pumping station screen wall and gates shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure that the finished appearance of the development is in keeping with the area.
38. Prior to their installation on site, details of the stone facing materials to the inlet/outlet headwalls of the two attenuation ponds hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure that the finished appearance of the development is in keeping with the area.
39. No reserved matters application shall be approved 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 strategy shall be implemented as approved.

Reason: To promote sustainable development.

RECOMMENDATION 2 : This development falls within

- a] a radon affected area and may require full radon protective measures,
- b] an area which has a geological predisposition to radon and will require basic radon protective measures, as recommended for the purposes of the Building Regulations 2000. Should you have any queries in this matter I would suggest you consult with my Building Control Division

RECOMMENDATION 3 : The contamination assessments and the affects 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:
 - (ii) 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 4 : 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 5: That the applicant be advised to seek 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 dormice. The granting of planning permission does not negate the need to obtain a licence.

RECOMMENDATION 6: 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 8th January 2015, forwarded to the Agents acting on behalf of the Applicant.

RECOMMENDATION 7: That the applicant be advised that any highway works which relate to the existing or proposed adopted highway will need to be subject to an agreement with Local Highway Authority under Section 38 and/or Section 278 of the Highways Act 1980 before any works take place.

RECOMMENDATION 8: That the Applicant / Developer be advised of Welsh Water's advice regarding connections to the public sewerage system and water supply set out in their letter of 2nd April 2015, forwarded to the Agents acting on behalf of the Applicant.

RECOMMENDATION 9: That the Applicant / Developer be advised of Natural Resources Wales' advice regarding land drainage consent and the Environmental Protection (Duty of Care) Regulations 1991 set out in their letter of 20th November 2015, forwarded to the Agents acting on behalf of the Applicant.

RECOMMENDATION 10: 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 3rd November 2015, forwarded to the Agents acting on behalf of the Applicant.

RECOMMENDATION 11: 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.

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 Outline planning permission is sought for the residential development of land north and east of Lisvane for approximately 1,000 units including a primary school and village centre and full permission is sought in respect of the highway and drainage infrastructure for the site.
- 1.2 With regard to the outline elements of the proposal, matters relating to appearance, landscaping, layout and scale are reserved although an Illustrative Masterplan has been submitted along with parameter plans that relate to green infrastructure, building heights, access and movement, and land use.
- 1.3 The development of up to 1,000 dwellings would be built at an average net density of 38 dwellings per hectare, which will allow for different densities across the site including higher density development along the spine road and lower densities near Lisvane.
- 1.4 A range of dwellings will be provided across the site in a variety of sizes and tenures to cater for a range of housing needs. This will include the provision of affordable housing, which will be provided in a series of clusters.
- 1.5 A mixed use village centre, known as 'Maerdy Centre', comprising approximately 1.63 acres, will be created around the existing farmhouse at Maerdy Farm. The farmhouse will be retained and restored to form part of the village centre.
- 1.6 A two form entry primary school will be provided on the southern side of the Maerdy Centre, comprising a site of 4.1 acres.
- 1.7 Approximately 8.2 hectares of open space will be provided. A north-south green corridor will be created along Nant Glandulais watercourse at the eastern boundary of the site and will make provision for a range of uses including sports pitches, play areas, recreational routes, amenity space and wildlife habitats.
- 1.8 Three east-west multi-functional green corridors will be created. A corridor at the southern end of the site, north of Corpus Christi High School will provide a recreational route and wildlife corridor that allows for future connections to the Lisvane and Llanishen Reservoirs to the southwest, and the wider strategic site. A further two east-west corridors will be provided in the northern part of the site,

to ensure suitable connections for dormice, a European Protected Species, as well as additional walking and cycling routes.

- 1.9 Full plans have been submitted showing the provision through the site of a 6.3 metre minimum internal link road with details of junction alterations to Llwyn-y-Pia Road, Rudry Road, Cefn Mably Road, St. Mellon's Road, Ty Draw Road, Alderbrook, Pontfaen and Pentwyn Road. The plan also shows the creation of 3 no. new internal link road junctions to the northeast, southeast, and southwest, the creation of a new secondary access to Corpus Christi High School, amendments to the main School access, and a new access south of Ty Draw Road. An inbound bus feasibility layout and proposed bus routes have also been submitted.
- 1.10 Full plans have also been submitted showing the creation of 2 no. attenuation ponds within the open space to capture surface water run-off from the development. One pond would be located at the southern end of the site, east of Corpus Christi High School, and one would be sited immediately north of St. Mellon's Road. The foul drainage plans include hydrobrake and outlet details, sections, proposed pumping station, siting, layout and screen wall and the indicative route of the rising main.
- 1.11 Amended plans were submitted in April 2015 showing revisions to the proposed 2 no. surface water attenuation ponds. The revisions include the use of stone facing to headwalls and appropriate soft landscaping in areas prone to constant flooding.
- 1.12 The following further information and amended plans were submitted in October 2015:
 - (i) Design and Access Statement Addendum;
 - (ii) Amended Parameter Plans for Land Use, Access and Movement, Building Heights, and Green Infrastructure
 - (iii) Proposed Internal Link Road and Junction Layout;
 - (iv) Indicative Landscape Sections;
 - (v) Key Wildlife Corridors;
 - (vi) Tree Retention/Loss and Tree/Hedgerow Planting Capacity Plan;
 - (vii) Equalities Impact Assessment;
 - (viii) Energy and Sustainability Statement;
 - (ix) Conservation Strategy for Dormice;
 - (x) Highways Collated Submission.
- 1.13 The application is accompanied by an Environmental Statement. The following topics have been subject to Environmental Impact Assessment:
 - (i) Highways and Transportation;
 - (ii) Ecology and Biodiversity;
 - (iii) Landscape and Visual;
 - (iv) Agriculture;
 - (v) Archaeology and Cultural Heritage;
 - (vi) Hydrology and Flooding;

- (vii) Air Quality;
- (viii) Noise and Vibration;
- (ix) Ground Conditions;
- (x) Infrastructure and Services;
- (xi) Socio-Economics

2. **DESCRIPTION OF SITE**

- 2.1 The application site comprises approximately 48.2 hectares of undulating 'greenfield' (undeveloped) land to the north and east of the village of Lisvane, south of the M4. The site forms part of a larger area of land (237.1 hectares) which is identified in the Local Development Plan (LDP) for mixed uses, including residential (approximately 4,500 dwellings), employment and associated community uses.
- 2.2 The majority of the site comprises fields which are currently used for farming purposes. Hedgerows and trees subdivide the site with areas of dense, mature, deciduous woodland in the northern parts of the site and other vegetated areas across the site.
- 2.3 The application site extends to the Nant Glandulais stream and Mill Farm, St. Mellon's Road to the east and Lisvane village to the west. The M4 motorway runs west to east approximately 150 metres north of the site. The site is linear in nature, with field boundaries forming the west boundary, continuing south towards Corpus Christi High School where it meets the junction between Ty Draw Road, Pentwyn Road and Gwern Rhuddi Road.
- 2.4 St. Mellon's Road, Cefn Mably Road and Rudry Road dissect the site. A private lane links Maerdy Farm in the centre of the site with Lisvane village.
- 2.5 The Lisvane Reservoir Site of Special Scientific Interest (SSSI) and the Llanishen and Lisvane Reservoir Embankments SSSI are located approximately 400m to the south west of the site. The site does not include any statutory nature conservation, archaeological or landscape designations. The site, however, contains two non-statutory Sites of Importance for Nature Conservation (SINCs); Llwyn-y-Pia Marsh and Nant-Ty-Draw. The site also adjoins part of the Nant Glandulais SINC.
- 2.6 The stretch of land immediately surrounding the Nant Glandulais lies within Flood Zone C2 (Areas of the flood plain without significant flood defence infrastructure) as defined by the Development Advice Maps referred to in TAN15 'Development and Flood Risk' (2004).
- 2.7 A railway line running in a north to south orientation between the Lisvane & Thornhill and Llanishen stations is located approximately 820 metres to the west of the site.

3. **SITE HISTORY**

- 3.1 13/02000/DCO: Hybrid application comprising an outline application for up to

1,200 dwellings and a full application for the site's highway and drainage infrastructure. Application received in September 2013. Appealed against non-determination in November 2014, and subject to a Public Inquiry in May and July 2015. The Minister confirmed in January 2016 that he is minded to agree with the Inspector's recommendation to allow the appeal, however his final decision is awaited.

4. **POLICY FRAMEWORK**

4.1 Planning Policy Wales, Edition 8 (January 2016).

4.2.2 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 when...taking decisions on individual planning applications.

4.2.4 Legislation secures a presumption in favour of development in accordance with the development plan for the area unless material considerations indicate otherwise.

4.3.1 All those involved in the planning system are expected to adhere to (inter alia):

- *putting people, and their quality of life now and in the future, at the centre of decision-making;*
- *taking a long term perspective to safeguard the interests of future generations, whilst at the same time meeting needs of people today;*
- *respect for environmental limits, so that resources are not irrecoverably depleted or the environment irreversibly damaged. This means, for example, mitigating climate change, protecting and enhancing biodiversity, minimising harmful emissions, and promoting sustainable use of natural resources;*
- *tackling climate change by reducing the greenhouse gas emissions that cause climate change and ensuring that places are resilient to the consequences of climate change; and*
- *taking account of the full range of costs and benefits over the lifetime of a development, including those which cannot be easily valued in money terms when making plans and decisions and taking account of timing, risks and uncertainties. This also includes recognition of the climate a development is likely to experience over its intended lifetime.*

4.4.1 The following sustainability objectives for the planning system reflect our vision for sustainable development and the outcomes we seek to deliver across Wales. These objectives should be taken into account...in taking decisions on individual planning applications in Wales. These reflect the sustainable development outcomes that we see the planning system facilitating across Wales.

4.4.3 Planning policies, decisions, and proposals should (inter alia):

- *Contribute to the protection and improvement of the environment so as to improve the quality of life and protect local and global ecosystems*
- *Ensure that all communities have sufficient good quality housing – including affordable housing – in safe neighbourhoods*
- *Promote access to employment, shopping, education, health, community facilities and green space*
- *Foster improvements to transport facilities*
- *Foster social inclusion.*
- *Promote resource-efficient and climate change resilient settlement patterns that minimise land-take and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;*
- *Locate developments so as to minimise the demand for travel, especially by private car;*
- *Support the need to tackle the causes of climate change by moving towards a low carbon economy.*
- *Play an appropriate role to facilitate sustainable building standards (including zero carbon) that seek to minimise the sustainability and environmental impacts of buildings.*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems.*
- *Ensure that all local communities – both urban and rural – have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods.*
- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare.*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity.*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car.*

4.2 Technical Advice Notes (TANs):

1	Joint Housing Land Availability Studies
2	Planning and Affordable Housing
5	Nature Conservation and Planning
6	Planning for Sustainable Rural Communities
10	Tree Preservation Orders
11	Noise
12	Design
15	Development and Flood Risk
16	Sport, Recreation and Open Space
18	Transport
21	Waste

4.3 Local Development Plan (January 2016):

KP1	Level of Growth
KP2	Strategic Sites
KP2(F)	North East Cardiff (West of Pontprennau)
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
KP18	Natural Resources
H3	Affordable Housing
EC7	Employment Proposals on Land Not Identified for Employment Use
EN3	Landscape Protection
EN4	River Corridors
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 Corridor Enhancement
T5	Managing Transport Impacts
T6	Impact on Transport Networks and Services
T7	Strategic Transportation Infrastructure
T8	Strategic Recreational Routes
R7	Retail Provision Within Strategic Sites
C1	Community Facilities
C3	Community Safety/Creating Safe Environments
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

4.4 Relevant guidance:

Affordable Housing (2007) (as amended by the Interim Planning Policy Affordable Housing Delivery Statement (October 2010))

Biodiversity (2011)
Community Facilities and Residential Development (March 2007)
Developer Contributions for School Facilities (March 2007)
Developer Contributions for Transport (January 2010)
Archaeologically Sensitive Areas (July 2006)
Access, Circulation and Parking Standards (January 2010)
Trees and Development (March 2007)
Waste Collection and Storage Facilities (March 2007)
Residential Design Guide (March 2008)
Open Space (March 2008)
Public Rights of Way and Development (October 2006)
Cardiff Liveable Design Guide (May 2015)

5. **INTERNAL CONSULTEES RESPONSES**

- 5.1 The **Operational Manager, Environment (Contaminated Land)**, recommends relevant conditions and advisory notes be attached to any planning permission. He has no further comments to make on the additional information submitted in October 2015.
- 5.2 The **Operational Manager, Waste Management**, advises that each house will require storage for 1x140L general waste bin, 1x240L garden waste bin and a food caddy. Each house will require funding of £50+VAT. For every 10 no. flats, £805+VAT is required. Litter bins will be required where high levels of footfall can be anticipated. The number and location of litter bins will be specified when detailed plans are submitted. Each free-standing litter bin will cost £117. Refuse storage will also be required for each commercial unit, the size of which will vary depending on usage. Special considerations need to be made for any medical facilities which will also require secure storage for clinical waste. A site waste management plan should be implemented as standard across the site to reduce environmental impacts of construction waste (now considered to be best practice). All road surfacing must have suitable foundations to withstand the weight of a refuse collection vehicle (27 tonnes). Waste management would like to secure funding through the Section 106 Agreement for the delivery of bins that will be required.
- 5.3 The Council's **Tree Officer** welcomes the strengthened east-west wildlife corridors though he expresses concern that the southernmost corridor linking to 'Nant Park' becomes narrow as it bounds the park and, ideally, should be widened considerably to be provide a genuine wildlife corridor linking with the Nant Glandulais.
- 5.4 He considers that the indicative highway sections and landscape sections are helpful, but he expresses concern that the indicative street tree planting shown on the illustrative masterplan bounding parts of the main spine road has not been sufficiently accounted for in highway design. He provides detailed comments on the landscaping and planting requirements for the spine road (to help inform the detailed design).

- 5.5 He also advises that the landscape sections do not consider those areas where existing woodlands will be breached to accommodate highway infrastructure. Careful treatment of these areas is of critical importance if the impact to trees in these areas is to be mitigated satisfactorily.
- 5.6 The **Operational Manager, Neighbourhood Regeneration**, requests £988,500 (based on 1,000 dwellings) to be used towards the provision of a central community facility to serve the wider strategic site or improvements to existing community facilities in the neighbouring Lisvane community. He advises that the need for community provision in the strategic sites is part of the master planning principles of creating liveable communities with facilities to serve the new population and create neighbourhood centres at the heart of these new developments.
- 5.7 The **Communities and Housing Team** notes that the applicant has put forward an affordable housing contribution of 30%, of which 20% would be on site (split 80:20 in favour of intermediate rented housing with Low Cost Home Ownership (LCHO) at 70% market value), and 10% would be off site financial contribution (split 80:20 with LCHO at 70% mv), which equates to £6.25m based on 1,000 units to be paid in the first phase.
- 5.8 They are seeking affordable housing contribution of 30% on this greenfield site, as it is suitable for affordable housing. Their priority is to deliver on-site affordable housing, in the form of affordable rented accommodation. In order to achieve a mixed and balanced community, the provision of intermediate-rented accommodation and a small amount of LCHO units is acceptable on this scheme. However the above offer is not acceptable to Communities & Housing, for the following reasons:
- (i) They have concerns surrounding the affordability of the LCHO units at 70% market value due to high market values in this area of Cardiff. In view of this, they are of the opinion that these units should be delivered at 65% market value to enable more 1st time buyers the opportunity to purchase on a shared equity basis.
 - (ii) The off-site financial contribution (in lieu of on-site affordable housing) has only been accepted on the condition that this is paid up-front (on initial implementation of the planning permission). It is their understanding that the applicant is simply considering the request that this would be paid 'early' in their development programme. This is not acceptable as it gives no assurance as to when the financial contribution is to be made.
 - (iii) The financial contribution of £6.25m has been offered but a detailed breakdown of the calculation has not been supplied. The calculation undertaken by the Council is based on a representative unit type mix and is calculated in line with the formula in the Affordable Housing – Supplementary Planning Guidance (SPG) (2007) and results in a figure of £9.269m.

(iv) 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

5.9 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.

5.10 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.

5.11 The **Operational Manager, Parks and Sport Services**, advises that, based on the Supplementary Planning Guidance (SPG) and figures on the provision of 1,000 dwellings the open space requirement is 5.86 Hectares (Ha). Based on the existing SPG this would be sub divided to 3.9 Ha formal recreation space, 1.2 Ha informal recreation space and 0.72 Ha play provision.

5.12 However, under the new guidance developing for the new Green Infrastructure (Open Space) SPG the formal, informal and play space are being combined to form functional amenity green space (Land that is capable of being used for formal and /or informal amenity use, including sports provision, children's play and informal recreation). Therefore the balance between formal and informal in this instance is less critical providing there is sufficient space that can provide opportunities for formal recreation.

5.13 The Council and the applicant have both undertaken a **public open space assessment** which, excluding SUDS areas, produced very similar figures (8.2ha and 8.15 ha respectively). He therefore confirms agreement with the applicant's assessment and considers that the amount of public open space being provided within the application site meets the overall open space requirement based on the projected population.

5.14 A number of elements that the developer is not providing (e.g. MUGA/teen equipment and allotments) will be provided off-site. Within the Section 106 Agreement a financial contribution of £82,000 has been agreed towards allotments, with a combined figure for pitches and MUGA.

5.15 Concerning the **design of open space and green infrastructure**, his comments are qualified on the basis of limited information about the wider

scheme for the North East Cardiff Strategic Site, as a number of decisions are dependent on what is happening outside the boundaries of the application site.

5.16 The **riverside park** along the eastern edge of the development remains a strong feature of the design and provides good links ecologically, in terms of tree retention, provision of strong footpath links through the site, and open space. Ensuring this link is completed by the development of land northwest of Mill Farm / south of St Mellon's Road remains a priority, as do proposals for the land east of Nant Glandulais which would adjoin Nant Park.

5.17 Regarding the **width of green corridors**, he advises that:

- (i) the wider southern green corridor running east to west, providing a potential link to the reservoir in future, is welcomed as he considered that this was a weak point in the earlier design;
- (ii) the interconnectivity of the Ty Nant corridor (excluding the area not currently owned by the developer) is also welcome. One concern is that the corridor is narrow in several locations, particularly adjacent to Mill Farm where the development abuts the corridor. A number of useful cross sections have been provided by the applicant but an additional cross-section with levels, secured by a planning condition, would be useful at this point;
- (iii) any increase in levels to ensure housing remains free from potential flooding could have a significant impact on the corridor creating steeper slopes which could make access difficult or impassable;
- (iv) the width of green corridor between the cricket pitch and pitches within the main part of Nant Park is greatly improved;
- (v) the footpath connection north of the new primary school appears to be narrow and potentially unwelcoming, particularly if located against a fenced school boundary. This needs to be resolved as part of the detailed design process.

5.18 Regarding the **width of public open space**, he notes that the main open spaces adjacent to Mill Farm and north of St Mellon's Road have narrowed significantly from early versions of the scheme, mainly due to the enlarged site for the primary school and the need to avoid locating built development within flood zones. This has resulted in a reduction in the amount of on-site open space provision, a decrease in the multi-functional aspects of the spaces as pitches occupy the majority of the spaces leaving little room for other activities.

5.19 Concerning the amended **pitch provision**:

- (i) Relocation of the pitches into two areas, rather than the previous three, is welcome as this will make management easier.
- (ii) The football pitches shown within the open space could be accommodated by one full size football pitch and at least two other junior pitches, which is welcome. The limited room around the pitches makes it crucial that the open spaces are built to the sizes and levels shown;
- (iii) The pitches located within the primary school are welcome but would not form part of the open space assessment as it has to be assumed that

these will be fenced off for school use only, particularly as the school is not designated for dual use.

- (iv) The provision of cricket pitch and ideally the 3 football pitches generates a requirement for changing facilities associated with them. Lisvane Cricket Club has league status which would require them to have a pavilion with changing rooms for players and officials, showers, and other facilities. The potential exists to create a larger pavilion that offers wider social opportunities for the community of Churchlands. This would need to be addressed in discussion with the cricket club and potential exists for the club to source additional funding to add to any financial contribution from the development.

5.20 Concerning **site levels and drainage** he comments as follows:

- (i) The cricket and football pitches need to be well drained and substantially free from flooding to be usable (area is currently shown as cricket and SUDS area). He accepts that a 1 in 30 year flooding event for the sports pitches is reasonable and notes the effective drainage of the pitches will be determined by the composition of the top soil and the drainage infrastructure installed;
- (ii) For open spaces to be functional and allow a wide range of recreation (including formal sports) details of for gradients both within the open space and adjacent proposed housing is essential;
- (iii) The six cross sections provide a useful guide to the relationship between the housing / open space and river. However it would be useful to have reassurance that the housing will not be built up to a higher level during the construction process to avoid the risk of future flooding.
- (iv) Whilst combining SUDS and open space remains a welcome option, the frequency of flooding of the open spaces is critical to their functioning and detailed information is required to make a judgement as to whether land can act as dual function. It must be possible to use areas for recreation except in major flood events/prolonged periods of wet weather. Frequent flooding or lack of drainage will make land unusable for recreation for long periods and therefore unacceptable.
- (v) Further discussions would be required with the developer and drainage section to establish how the SUDS scheme will work, including long term maintenance.

5.21 Regarding the **play areas**, the provision of 1 no. LEAP and 1 no. NEAP comprising a total of 1,400 square metres is welcomed as this will ensure play provision for a wide age range across the development. He advises:

- (i) The northern **LEAP** is shown adjacent to an attenuation area, and he seeks confirmation that this will not cause a safety issue. It is also quite close to the river corridor, so safety will need to be considered.
- (ii) The size of the LEAP shown is approximately 15 x 28m, giving the required minimum area of 400m² (200m² equipped and 200m² grassed).
- (iii) The minimum 20m buffer zone from property boundaries has been achieved.

- (iv) Given its location adjacent to the SUDS area and river corridor information on frequency and potential depths of flooding will be required at detailed planning stage in order to determine that the location is suitable.
- (v) It is essential that some housing looks onto the play area to provide good visibility and deter anti-social behaviour. The LEAP only has limited surveillance from houses, although with some re-alignment this could be increased.
- (vi) Based on the figures calculated by the developer the southern **NEAP** appears to meet the requirements in terms of size (1000m²). A play trail set of equipment, although providing a recreational element, would not provide sufficient play value, so a combination of a larger natural and equipped play area would be required, although further discussions can take place on this during the detailed design stage, following on from the discussions that have already taken place.
- (vii) Its location so close to river corridor also creates some concerns in terms of safety issues, and potential frequency of flooding, however he acknowledges that this can be addressed at the detailed planning stage.
- (viii) Outside the two main play areas there is opportunity to develop more naturalistic play spaces with which will form part of a wider open space and offer opportunities for ball games and other informal play. These would simply form part of the open space design.

5.22 He notes that no **teen provision e.g. MUGA** or other facilities are indicated within the design. A minimum of 1 MUGA or other teen equipment (current assessment is that one should be placed within 600m walking distance of properties) would normally be required. Providing a facility located nearby on the North East site e.g. adjacent to the new secondary school, with an off-site contribution to part fund it is welcomed. The current cost of building a MUGA is around £135,000.

5.23 The current proposals show no **allotment provision**. Parks Services are seeking 100 plots across the North East Cardiff Strategic Site, based on 40 plots per 1,800 units. Overall there is a major lack of allotment provision within the area, with none in Pontprennau, and the already full South Rise site north west of the reservoirs is some distance away. Therefore additional provision is essential arising both from this application and from the wider Strategic Site. A contribution of £82,000 towards off-site provision is welcomed.

5.24 Regarding **trees and hedges**, his main considerations are:

- (i) all existing trees should be assessed by a tree survey, arboricultural assessment and tree protection plan, with high quality trees which add significant character and sense of place to the development being retained wherever possible;
- (ii) He recommends a 15m ecotone where development is adjacent to woodland. Ecotones or buffers are also required for hedgerows and hedgerows in very narrow strips or sandwiched between properties should be avoided.

- (iii) New tree planting should be designed into the scheme at an early stage to avoid conflict between buildings, trees and services. A qualified landscape architect must be involved.
- 5.25 He notes that **adoption of the green infrastructure** and other elements by the Council will take place with a commuted sum
- 5.26 The **Operational Manager, Transportation**, advises that the principle of residential development together with appropriate local facilities at this location is supported by the Council subject to necessary infrastructure improvements / enhancements being put in place at the appropriate time in terms of development coming forward. Such improvements / enhancements will be delivered in partnership between The Council, Developers and the Welsh Government.
- 5.27 Transport Officers have agreed that advantage could be created for bus links between Lisvane, North Pentwyn and the A48 without creating a bottle neck at North Pentwyn itself. It is envisaged that this will be achieved by bolstering bus priority measures at the junction of Ty Draw Road and Pentwyn Road through the restriction of capacity at the southbound arm. This facility would operate in combination with the provision of a southbound bus lane of approximately 240 metres along the new spine road, thereby increasing the inconvenience to motorists whilst allowing the bus to bypass the queue (particularly during the morning peak hour). Furthermore, the retention of St. Mellon's Road for 'through traffic' movement for the foreseeable future would act as a safety valve enabling the pressure to be taken off the Churchlands link onto Pentwyn Road and along Pentwyn Drive.
- 5.28 In addition to the above the long term position in relation to St. Mellon's Road is that this road will remain open to buses (2 way), cyclists and pedestrians in the future, in accordance with the Council's Schematic Framework for Site F as included within the LDP. Therefore, this shall not be precluded within the design / layout at the location of this node where it adjoins/crosses the spine road.
- 5.29 The principle of providing bus priority measures along Pentwyn Road and Pentwyn Drive has been accepted, although the exact detail of the proposals will be decided by the Council. It is anticipated that this site will provide a proportional financial contribution in order to deliver a section of these works. The scheme put forward by the developer is illustrative and as such will require further detailed work prior to an agreed scheme being put forward / implemented.
- 5.30 It is the Council's intention that the layout should be designed such that all residents will be able to access their nearest bus stop within 400 metres of dwellings.
- 5.31 Car and cycle parking 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 car parking, i.e. the standards set maximum limits. This approach and practice is in line with both Local and National Policy.

- 5.32 Following submission of the Transport Assessment (TA) dated November 2014, a number of matters were outstanding in the Council's view. This was consistent with the Council's Transport position at the Public Inquiry associated with the 'Churchlands 1' application (ref: 13/02000/DCO) which took place in May 2015 and is therefore relevant to the application currently being considered. These matters are set out below:
- 5.33 The Council requested that account be taken of **background growth** and the **cumulative effect** of the full build-out of Sites F and G, and that any assumptions would need to be evidenced. The applicant has modelled the following scenarios:
- (1) The development with unfettered demand.
 - (2) The development assuming the LDP aspiration of 33% car driver trips, albeit not evidenced as to how this will be achieved.
 - (3) The development plus full build-out of Sites F and G with 24% mode shift in background traffic, but without clarity as to whether the traffic from the development, F or G have been fettered.
 - (4) As above but with 11% mode-shift, with lack of clarity on why the 24% and 11% have been assumed.
- 5.34 The assessment is considered acceptable for the purpose of this application.
- 5.35 The Council requested submission of **additional junction modelling** work for the following:
- (1) Cherry Orchard Road / Llwyn-y-pia Road.
 - (2) Mill Road/Lisvane Road.
 - (3) Station Road/Fidlas Road.
 - (4) Southern Access Junction.
 - (5) Spine Road/St. Mellons Road.
- 5.36 The applicant has responded that this work had been undertaken and submitted as part of the original TA. Notwithstanding this a copy of the results have been resubmitted, together with summary results that have been submitted for a new Paramics model developed for the Spine Road / St. Mellons Road junction. It is confirmed that summary results have been submitted for all of the above.
- 5.37 The issues with regards predicted traffic flows and the modelling work undertaken highlight the following:
- (a) Pentwyn Road / Croescadarn Road is shown to operate over capacity during the AM peak, with average queues of up to 68 vehicles and delays of up to 4.5 minutes on Croescadarn Road, although the results suggest that this is similar to the existing situation.

- (b) Cyncoed Road / Rhyd y Penau Road is shown to operate over capacity during the PM peak and could be significantly worse than the existing, with average queues of up to 64 vehicles on Cyncoed Road.
- (c) Church Road / St. Mellons Road is shown to already be at capacity during the AM peak, and this is predicted to continue to be the case in future without significant mode-shift.
- (d) Station Road / Fidlas Road is shown to already operate far in excess of capacity during the AM peak, and this will be exacerbated in future, while the development is shown to also push the junction above capacity during the PM peak with average queues of up to 51 vehicles and delays of up to 11 minutes on Station Road (W).

- 5.38 The assessment is considered acceptable for the purpose of this application.
- 5.39 The Council requested that the applicant demonstrates and evidences the **mode split** to be achieved through each phase of development, so as to link with suitable mitigation required. In response the applicant states that the mode split will fluctuate and will be influenced by a number of factors, and that therefore no fixed forecasts of mode split have been made. For the purpose of the assessment a 'notional' mode split of 57.4% car, comprising 50% car driver and 7.4% car passenger, has been assumed and the basis for this is included within Appendix C.
- 5.40 It is considered that the full package of mitigation would significantly contribute towards encouraging modal shift and hence work towards the Council's aspiration of achieving the 50:50 (33% car driver and 17% car passenger) modal split.
- 5.41 The **spine road** and all spurs will need to accommodate two way bus movement (Rapid Transit – Express Bus) in accordance with the Council's Schematic Framework for Site F as included within the LDP documentation. This width is to be a minimum of 6.3 metres along its length with widening on bends as appropriate. As the carriageway is to be considered in detail it was also recommended by officers that cross-sections be provided to show the treatment of the spine road, i.e. where adjacent car parking lay-bys / landscaping areas are being located and particularly where direct frontage access is proposed. These should then be accompanied by a road layout plan which illustrates such features, including the position of any traffic calming and formalised crossing points, together with the location of all side roads.
- 5.42 The Council considered it necessary that financial contributions towards further off-site enhancements should be secured from the developer. A proportional contribution towards **bus lanes** on Eastern Avenue and Pentwyn Link is required in order to integrate the site with the Eastern / Northern Bus Corridors as identified through the LDP Policies / Process to support delivery of the increased frequency and reliability of services. The principle of this approach has been established through the 'outline' permission for Site G.

- 5.43 The length of the spine road which runs adjacent to the proposed primary school will require a '**School Safety Zone**' to be provided, which will include 'Gateway Features', traffic calming, crossing facilities and parking restrictions, including 'Keep Clear Markings' if appropriate adjacent to the location of the pedestrian access to the school. It was recommended by officers that an 'in principle' arrangement be shown on the layout plan.
- 5.44 Details were also required in order to demonstrate how the segregated **cycle route** (along the length of the spine road and spur roads) would integrate with junctions in order to ensure that cyclists travelling on the opposite side of the road could join the route safely, conveniently and directly.
- 5.45 The principle of a shared surface approach where these are located on the main spine road or spur roads could be accepted subject to segregation being retained in part through the use / change of materials at these locations.
- 5.46 In concluding, the impact of the proposed development on the highway network in North East Cardiff has been adequately addressed for the purpose of this application and appropriate mitigation put forward within the submitted documentation. As such it is considered that the impact of development traffic can be mitigated for within the proposals and alternative modes of travel have been adequately provided for. These will be secured by way of appropriately worded condition and/or via a Section 106 Agreement which includes commitments and financial obligations for the developer to meet through the course of the full build out of the site. There is therefore no objection to the proposal, subject to conditions, recommendations, and the following **financial contributions (totalling £3,625,183)** being secured by a Section 106 Agreement:
- (i) Rapid Bus Priority Infrastructure – That a financial contribution be secured towards Rapid Bus Priority measures along Pentwyn Road and Pentwyn Drive in order to connect to the Park and Ride Site at Pentwyn. This sum to be £940,000 and secured by way of a S106 Agreement.
 - (ii) Bus Service Provision (1) – That a subsidy be secured from the developer towards a new bus service providing a link from the site to Cardiff East Park and Ride, enabling an express bus service link to the City Centre. This subsidy will be required to be provided for a period of 5 years and be paid to the Council. This sum to be £1,072,400 and secured by way of a S106 Agreement.
 - (iii) Bus Service Provision (2) – That a subsidy be secured from the developer towards a new bus service providing a link from the site to Llanishen and Heath Hospital. This subsidy will be required to be provided for a period of 5 years and be paid to the Council. This sum to be £570,783 and secured by way of a S106 Agreement.
 - (iv) Cycle Provision – That a financial contribution be secured from the developer towards the provision of new Cycle Routes off site and linking

to the development. This sum to be £297,000 and secured by way of a S106 Agreement.

- (v) Bus Lanes – Eastern Avenue & Pentwyn Link - That a financial contribution be secured towards the provision of bus lanes along Eastern Avenue and Pentwyn Link, in line with those principles previously established in regard to Strategic Site G (St Ederyns). This sum to be £370,000 and secured by way of a S106 Agreement.
- (vi) Travel Plan – No part of the development hereby permitted shall be occupied until the Interim Travel Plan has been progressed, submitted to and approved in writing by the Local Planning Authority. The 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 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 Travel Plan shall be submitted annually to the Local Planning Authority, commencing from the first anniversary of beneficial occupation of the first phase of development.
- (vii) Those mitigation measures as contained within the Travel Plan to be provided in accordance with an approved programme, including a sum of £375,000 to be secured by way of a S106 Agreement.

5.47 The **Council's Access Officer** has been consulted and any comments received will be reported to Committee.

5.48 The **Council's Drainage Division**, in commenting on the original submission, requested that the applicant endeavours to soften the visual impact of the concrete outfall structures through the use of local stone facing. In terms of the attenuation ponds, this would again be relevant at the inlet and outlet points, together with consideration about meandering the channel rather than having a straight line. He advises that ordinary amenity turf would not be suitable for the ponds/attenuation areas if frequently flooded. Finally, the levels volumes may cause an issue for the attenuation areas, so a method of managing these silt volumes needs to be considered. He has no further observations on the amended plans received in April 2015.

5.49 The **Council's Ecologist** advises that his concerns in relation to the effects of this application upon habitat connectivity and upon dormouse habitat have largely been addressed by the further information received in October 2015, provided that the amendments provided the amendments and planning conditions suggested by Natural Resources Wales (NRW) are put in place.

5.50 He supports all of the amendments and planning condition advised by NRW, but would like to emphasise that the southern green corridor should consist of a roughly 30 metre wide swathe of structural vegetation, including at its eastern end in the Nant Park area. This would demonstrate better compliance with the

'Proposed Connected Strategic Green Open Space' as set out on the landscape diagram on page 19 of the Masterplanning Framework document, and with the 'Connected strategic green open spaces' general principle, of the same document.

- 5.51 Regarding the proposed lighting scheme condition, the applicant should enter into dialogue with Cardiff Council street lighting engineers, if they haven't done so already, as some measures which are required in order to maintain dark corridors for wildlife may not be acceptable initially to the Council's lighting engineers. He would also like to emphasise the importance of monitoring the impact of a completed development upon protected species over time, and to put in place remedial measures should any mitigation measures be shown to be failing. This being the case, the agreed scheme of monitoring should put forward potential remedial measures.
- 5.52 Having considered NRW's representations, he considers that that if the amendments and planning conditions are implemented, then an EPS licence in relation to dormice would be likely to be granted. This is a key test which, according to case law, must be met in order to demonstrate that the Council has had regard to the Habitats Directive. In the case of the first Churchlands application, the Council's position was that this test had not been met.
- 5.53 As advised above, the amended proposals are considered to address the **Masterplanning Principles** as set out in the adopted Cardiff Local Development Plan Masterplanning Framework November 2014, in respect of green infrastructure. One of the Masterplanning General Principles reads "*Connected strategic green open spaces - 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.*"
- 5.54 He considers that the amended proposals are substantial enough to support a range of elements, including access, biodiversity, recreation, sustainable drainage, play and climate change mitigation/adaptation, without compromising any of those elements. However, he recognises that there may be parts of the green infrastructure on the site wherein some elements assume a greater priority.
- 5.55 There are no statutorily designated **international nature conservation sites** within 2 km of this site, and he does not envisage any direct effect upon any international site designations. It is also noted that the **Habitats Regulations Appraisal** (HRA) undertaken in respect of the previous application at this site (13/02000/DCO) did not identify that that proposal would be likely to have a significant effect upon any internationally designated sites.
- 5.56 Under Section 28 G of Schedule 9 of the Countryside and Rights of Way Act 2000, which amends the Wildlife and Countryside Act 1981, Cardiff Council has a duty "*...to take reasonable steps, consistent with the proper exercise of the authority's functions, to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of*

special scientific interest.” In this case, the **Lisvane Reservoir SSSI and the Llanishen and Lisvane Reservoir Embankments SSSI** are adjacent to the proposed development site. He advises the Council should take into account the views of colleagues in Parks Services as to whether sufficient Public Open Space is provided as part of this application to offset any potential increase in recreation along the reservoirs’ embankments.

- 5.57 The site includes parts of the Nant Ty Draw, Nant Ty Draw Fach, Llwyn y Pia Marsh, Nant Glandulais **Sites of Importance for Nature Conservation** (SINCs), and is immediately adjacent to the Coetgae-Sych and Nant y Draenog SINCs. In accordance with Section 5.5.3 of TAN 5, *‘The conservation and enhancement of locally designated sites is an important contribution to the implementation of Biodiversity Action Plans and to the management of features of the landscape of major importance for wild flora and fauna. Developers should avoid harm to those interests where possible. Where harm is unavoidable it should be minimised by mitigation measures and offset as far as possible by compensation measures designed to ensure there is no reduction in the overall nature conservation value of the area or feature.’*
- 5.58 Measures of avoidance, mitigation and compensation in the context of the above should be set out in an overall **Mitigation Strategy**, secured by planning condition. Generally, this should include the mitigation and enhancement measures in the ES, however he does not support the proposal in 5.7.24 to ‘remove excessive vegetation’ from watercourses; this vegetation has developed over many years as part of the natural and historical landscape, and he sees no reason to alter it.
- 5.59 In respect of the SINCs within and adjacent to the site for which woodland is a feature, the Forestry Commission’s Standing Advice for Ancient Woodland and Veteran Trees, updated April 2014, states:-
- ‘Buffer Zones: Development must be kept as far as possible from ancient woodland, with a buffer area maintained between the ancient woodland and any development boundary. An appropriate buffer area will depend on the local circumstances and the type of development. In a planning case in West Sussex the Secretary of State supported the arguments for a 15m buffer around the affected ancient woodland, but larger buffers may be required’*
- 5.60 This **buffer zone** should be applied to all woodland on the site, though there may be circumstances where a smaller zone may be justified, particularly where a larger buffer is provided elsewhere. Domestic gardens should be excluded from this buffer zone, as the creation of gardens backing directly onto woodland is likely to lead to conflict between occupants and the woodland, leading to inappropriate tree management. This in turn may have negative impacts upon species supported by these trees, such as bats, nesting birds and dormice.
- 5.61 **European Protected Species (EPS)** have been detected at this site, and these species are protected by the Conservation of Habitats and Species Regulations 2010 (as amended). In accordance with Regulation 9(3) of these

Regulations, Cardiff Council has a duty to have regard to the requirements of the EU Habitats Directive so far as they may be affected by the exercise of its functions. The requirements in this case being the strict protection afforded to EPS.

5.62 *In relation to EPS, section 5.5.12 of Planning Policy Wales advises- "To avoid developments with planning permission subsequently not being granted a derogation in relation to European protected species, planning authorities should take the three requirements for a derogation into account when considering development proposals where a European protected species is present". The three tests referred to are:*

- (i) That the derogation licence is for preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment (Reg. 53 (2)(e))
- (ii) That there is no satisfactory alternative (Reg. 53 (9(a))); and
- (iii) That the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status (FCS) in their natural range (Reg. 53 (9)(b)).

5.63 Natural Resources Wales (NRW) should be consulted regarding the third test, and ultimately the Council should set out how these three tests were taken into consideration during the planning decision.

5.64 A survey for dormice on this site has been undertaken, and the results show that dormice were detected in the north-west of this site, but not to the south of Cefn Mably Road. This does not mean that this species does not occur south of Cefn Mably Road, because as with all survey methods there is never a 100% guarantee that that method has been successful in detecting any animals present. Section 5.7.95 refers to '*...surveys confirming their absence from these areas...*' In reality, it is virtually impossible to confirm the absence of a species such as this from any area, especially when there is suitable habitat present and known populations nearby.

5.65 Nonetheless, he accepts that dormouse population south of Cefn Mably Road may occur at low density, or that there is lower likelihood that they occur there. This being the case, the mitigation measures proposed from paragraph 5.7.88 onwards of the ES, together with other measures to retain and enhance habitat connectivity across the site as set out in his comments relating to 'Connectivity', would be acceptable in this area.

5.66 A range of measures must be incorporated into the proposed scheme in order that the Favourable Conservation Status of the species is maintained. In particular, there must be no net loss of habitat, both in extent and quality, and no loss of habitat connectivity both within the site and between the site and the surrounding countryside. Furthermore, there must be no harm to individual animals.

- 5.67 The current mitigation proposed consists of a series of suggested general techniques, which are often qualified with 'where(ever) possible' or 'will aim to'. Whereas in fact it is the responsibility of the applicant to demonstrate how the proposed scheme will ensure that there will be no detriment to the maintenance of the FCS of Dormice.
- 5.68 For example, in principle the retention in development of hedgerows used by Dormice can be acceptable in certain circumstances. However, simply retaining hedgerows within development would not provide the robust and functional habitat which would be able to withstand the pressures of an urban environment. Instead, he would need to see greater detail on how these hedgerows would be augmented by supplementary planting, and how they would be managed and maintained in the long term. Where hedgerows are maintained and enhanced, it should be demonstrated that they provide functional connectivity within and the site and to the surrounding habitats.
- 5.69 Although no signs of **Otter** were found during survey work for the ES, it is known from previous records that this species occurs around the Llanishen/Lisvane reservoirs, and that a dead Otter has been found at the M4 underpass near Ty'n y Berllan Farm. The logical habitat connection between these two, and the nearest likely habitat for the latter, is the Nant Glandulais. Given that the proposed development borders the Nant Glandulais along much of its length, he welcomes the intention to retain existing vegetation along this stretch of the stream. However, there is no provision for suitable habitat connectivity between the reservoirs area and the Nant Glandulais, other than a proposed tunnel under the ring road.
- 5.70 Otters are a nocturnal species which would be disturbed by artificial light spillage onto their habitat. Therefore a lighting scheme, which incorporates best practice guidance to ensure that lighting design will not impact on Otter habitat, should be incorporated into a Mitigation Strategy as described above.
- 5.71 Given that a substantial area of foraging and commuting habitat would be lost, the assumption is made that the resulting detriment to FCS of **bat species** across the site can be mitigated and compensated for by:-
- (i) The introduction of bat roosting features within the new development;
 - (ii) Retention of trees and hedgerows where possible;
 - (iii) Lighting schemes to avoid spillage of artificial light on retained habitat.
- 5.72 He welcomes the undertaking to put bat boxes in trees, to incorporate bat boxes / bricks into 5% of new buildings and to create access to roof voids for bat roosts, should be secured by planning condition, along with the details of roost construction and materials as provided.
- 5.73 Bats which commute and forage across this site would also benefit from the strategic green open spaces as required by the Masterplanning Framework discussed above, and in his 'Connectivity' comments below.

- 5.74 Several species of bat have been detected using this site for foraging/commuting, and some of these species would be disturbed by **artificial light spillage** onto their habitat. Therefore a lighting scheme, which incorporates best practice guidance to ensure that lighting design will not impact on bat commuting corridors at the site, should be incorporated into a Mitigation Strategy as described above.
- 5.75 The **reptile** survey section of the ES is deficient in a number of aspects, however he does not ask that the reptile survey is repeated further, and he accepts the conclusion that the site likely supports a low population of Grass Snakes. He would add to this that it is likely that Slow-worms are present on this site. However, again he accepts the conclusion that much of the site (i.e. the arable fields) is unsuitable for this species, and their presence is probably limited to the bases of hedgerows across the site, albeit in low numbers.
- 5.76 The mitigation measures set out in sections 5.7.132 to 5.7.137 are broadly acceptable and can be considered in more detail at the reserved matters stage. However, he does not agree with the statement in section 5.7.137 that *'it is not considered that any reptile fencing will be necessary for this application'*. Many of the fields at Llwyn y Pia marsh are suitable for Grass Snakes, and it is important that these animals are prevented from entering working areas during construction.
- 5.77 He notes the presence of **badgers**, and in general he welcomes the avoidance and mitigation measures that are proposed. In addition to a tunnel underneath the spine road, he welcomes the connectivity (to the wider countryside to the east) enhanced by provision of a wide swathe of planted habitat.
- 5.78 Cardiff Council has specific duties under the 2012 amendment to the Conservation of Habitats and Species Regulations 2010, which implement the new **Birds** Directive:-
- (i) The Council is required to take such steps in the exercise of its functions as it considers appropriate to secure the *'...preservation, maintenance and re-establishment of a sufficient diversity and area of habitat for wild birds'* so far as lies within our powers.
 - (ii) The Council must take such steps in the exercise of its functions as it considers appropriate to contribute to the achievement of the *'...preservation, maintenance and re-establishment of a sufficient diversity and area of habitat for wild birds'*.
 - (iii) In exercising any of its functions the Council must use all reasonable endeavours to avoid any pollution or deterioration of habitats of wild birds.
- 5.79 The law specifically relates this duty to the Council's functions under Town and Country Planning Acts.
- 5.80 In the light of the amended proposals introducing improved habitat connectivity, together with retention of woodland habitats, he considers that the Council has complied with the above regulations in relation to this planning application.

5.81 At a detailed design stage he would also invoke this duty to implement the TCPA's guidance on integrating bird nesting opportunities into new buildings.

5.82 As there is some vegetation management and tree removal proposed, a condition should be attached to protect **nesting birds**. This does not mean that no vegetation clearance can take place during nesting seasons; if a consultant ecologist can evidence that there are no birds nesting in this vegetation immediately (48 hrs) before clearance, then he would normally advise that it can be cleared.

5.83 As **Japanese Knotweed** has been identified on the site, a relevant condition should be attached. There may be other invasive non-native plant species on site which are listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), such as Himalayan Balsam and Giant Hogweed. The applicant is reminded that it is an offence to plant or cause these plants to grow in the wild.

5.84 There are a range of national and international policy initiatives which promote **habitat connectivity** and the reduction of habitat fragmentation. These include The Convention on Biological Diversity Strategic Plan 2011-2020, to which the UK is a signatory, contains 20 targets known as the Aichi Targets. Target No. 5 reads:

'By 2020, the rate of loss of all natural habitats, including forests, is at least halved and where feasible brought close to zero, and degradation and fragmentation is significantly reduced.'

5.85 This target acknowledges that habitat loss, including degradation and fragmentation, is the most important factor driving biodiversity loss.

5.86 In addition, Target 2 of the European Union Biodiversity Strategy states that by 2020, ecosystems and their services are maintained and enhanced by establishing green infrastructure and restoring at least 15 % of degraded ecosystems. Habitat fragmentation is specifically referenced in the text supporting this target as the main cause of ecosystem degradation. Furthermore, one of the Outcomes of the Environment Strategy for Wales 2006 is that:

'The wider environment is more favourable to biodiversity through appropriate management, reduced habitat fragmentation and increased extent and interconnectivity of habitats.'

5.87 Finally, section 5.2.8 of Planning Policy Wales states that:-

*'Ways in which the adaptation needs of biodiversity could be considered include identifying the scope for minimising or **reversing the fragmentation of habitats and improving habitat connectivity through the promotion of wildlife corridors**. Local planning authorities should ensure that development minimises impact within areas identified as important for the ability of species to adapt and/or to move to more suitable habitats.'*

- 5.88 Therefore there is a wider policy basis in relation to the enhancement of habitat connectivity and to the reduction of habitat fragmentation, which is relevant in determining this application.
- 5.89 He welcomes the amended proposals to show substantial and robust east-west habitat linkages which would be better able to withstand the pressures of an urban environment, and which form part of the 'Proposed Connected Strategic Green Open Spaces' as depicted on page 19 of the Masterplanning Framework. Furthermore, these smaller number of more robust, strategic linkages, would be much easier to manage in the long term, than an intricate network of a much larger number of retained hedgerows within and among built development.
- 5.90 A smaller number of substantial habitat connections will give a much clearer direction to subsequent developments as to where strategic habitat connectivity should be placed.
- 5.91 These comments contribute to this Authority's discharge of its duties under Section 40 of the **Natural Environment and Rural Communities (NERC) Act 2006**, wherein: (1) Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. (3) Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat. Section 42(1) of the NERC Act 2006 requires that The National Assembly for Wales must, as respects Wales, publish a list of the living organisms and types of habitat which in the Assembly's opinion are of principal importance for the purpose of conserving biodiversity. The species and habitats on this list may be taken to be the focus of Cardiff Council's duty under Section 40(1).
- 5.92 The Director of **Education and Lifelong Learning** provided the following comments:
- 5.93 The calculated SPG contribution towards education provision, in accordance with the Council's SPG and based on an assumption of 100 qualifying apartments and 900 qualifying houses (as applied to strategic greenfield sites where the housing mix is not known), is **£8,910,338** in total, broken down as follows: £2,945,789 towards the provision of additional English-medium primary school places, £2,257,059 towards the provision of additional English-medium secondary school and sixth form places, £593,307 towards the provision of additional Welsh-medium primary school places, and £1,997,958 towards the cost of primary school land and £1,709,533 towards the cost of secondary school land.
- 5.94 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 c16,600m², 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.

5.95 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 1.66 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 proposed as part of masterplanning for a larger strategic scheme on an adjacent site.

5.96 **Primary Age Pupils:** The Council's preferred strategy to reasonably meet the need arising from the development is as follows:

- A 2 Form Entry primary school incorporating 48 FTE nursery places is requested, to accommodate the yield of 284 primary age pupils from the proposed development and to contribute 136 places towards meeting the yield from the larger strategic scheme on the adjacent site.
- A land contribution of c16,600m² is requested, to accommodate a 2FE primary school serving the yield of 284 primary age pupils from the proposed development and to contribute towards meeting the yield from the larger strategic scheme on the adjacent site.
- As a condition of accepting this school and site, it is requested that:
- the school site size must therefore be no less than 1.66Ha;
- 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 the school meets the relevant Employers requirements of the Council.

5.97 A new 2FE school would sufficiently meet the needs of the proposed development and would also provide surplus capacity that would contribute towards meet the projected demand from schemes on adjacent sites (in the event that further housing developments are approved and proceed).

5.98 As the Council is unable to accommodate the yield of pupils from the proposed development, 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.

- 5.99 **Secondary school and sixth form age pupils:** It is proposed that the yield of 141 additional English-medium secondary school and sixth form pupils be accommodated in a new-build secondary school on the adjacent strategic site.
- 5.100 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.
- 5.101 A financial contribution of towards the purchase of 11,530m² is therefore requested, calculated pro rata to a 1,500 place secondary school site, to accommodate the yield of 141 English-medium secondary and sixth form age pupils.
- 5.102 Projections indicate that the yield of pupils requiring Welsh-medium secondary and sixth form education may be accommodated in existing provision.
- 5.103 The combined calculated contributions towards secondary education are set out in Table 1 and total £2,257,059 towards additional places and £1,709,533 towards purchase of the 11,530m².
- 5.104 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 1000 dwellings)	Developer contribution - as outlined
Primary – financial / building contribution	£2,945,789	2FE primary school & 48FTE nursery
Secondary / sixth form – financial / building contribution	£2,257,058	£TBC
Primary – land	1.35 Ha / 3.33 acres	1.66 Ha / 4.10 acres
Secondary / sixth form – land	1.15 Ha/ 2.85 acres	N/a
Valuation		
Primary – financial / building contribution	£2,945,789	Value of £4,854,096.00*
Secondary / sixth form – financial / building contribution	£2,257,058	£TBC
Primary – land**	£1,997,962	£2,460,000
Secondary / sixth form – land**	£1,709,536	N/a

Total calculated value	£8,910,346	£7,314,096 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

6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 The **Welsh Government Planning Division** has been consulted and any comments will be reported to Committee.
- 6.2 The **Welsh Government's Department for Natural Resources (Natural Environment and Agriculture Team)** notes that the LDP Inspector 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. As such they confirm that they offer no objection.
- 6.3 The **Welsh Government Transport Division** has reviewed the additional information and confirms that, as the Highway Authority for the trunk roads and motorway in Wales, has no objections to the amendments, noting that they are internal to the development site.
- 6.4 The **South Wales Police Design Out Crime Advisor**, draws attention to the Crime & Disorder Act 1998 which creates a statutory partnership between local authorities, the police and other key partners to work together in reducing crime and disorder in all aspects of their work. Section 17 of the Act 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." Paragraph 5.17.1 of Technical Advice Note 12 states "*Local authorities are required to have due regard to crime and disorder prevention in the exercise of their functions under Section 17 of the Crime and Disorder Act 1998. Consideration should be given to practical ways in which the design of development can reduce opportunities for crime, disorder and anti-social behaviour.*" Having reviewed the application, he considers that this large development will have a significant impact on crime, community safety and policing in the area. He advises that the applicant liaises with them at the earliest opportunity to ensure the development includes crime prevention measures which will reduce the risk of crime and anti-social behaviour.
- 6.5 Between January 2014 and December 2014 there were 390 incidents reported to South Wales Police in the ward of Lisvane. These include 46 thefts, 29 anti-social behaviours, 26 burglaries, 10 violent crimes and 6 damages. Developers and local authorities are required to consider levels of crime and disorder in respect of any new developments and at the same time, promote the inclusion of architectural crime prevention measures into new developments.

- 6.6 He welcomes the opportunity for detailed consultation with the developers to explore the opportunities for designing out crime prior to any decisions being made. He would recommend the design and layout includes the use of lighting, defensible space, natural surveillance to parking, play and pedestrian routes, gated parking areas, 20mph speed limits, safe pedestrian routes, boundary enclosures, door and window security, external service meters, secure cycle storage, and use of Secured by Design Standards across the whole development.
- 6.7 In view of the Council's statutory obligations under Section 17 of the Crime and Disorder Act, South Wales Police would ask that consideration be given to attaching conditions to any approval for the development to ensure that these issues are taken full account in any detailed proposals.
- 6.8 **The Health and Safety Executive (Hazardous Installations Directorate)** is a statutory consultee for certain developments within the consultation distance of major hazard sites/pipelines. This development is within at least one consultation distance. They do not advise against the granting of planning permission in this instance on safety grounds. They advise the Authority to consider contacting the pipeline operator before determining the application as the operator may have a legal interest in the vicinity of the pipeline which may restrict development within a certain proximity, and the standards to which the pipeline is designed and operated may restrict occupied buildings or major traffic routes within a certain proximity.
- 6.9 **Dwr Cymru Welsh Water (DCWW)** requests conditions and advisory notes to ensure no detriment to existing residents or the environment and their assets. They request conditions to ensure foul water and surface water discharges are drained separately from the site, land drainage run-off does not discharge into the public sewerage system, foul drainage to be completed prior to occupation of any dwelling, and foul drainage to be discharged, into a 375mm foul sewer in Glyn Coed Road between manholes ST20811703 and ST20810410 (in accordance with submitted plans reference 529-15-002-SK-21) or a point of adequacy on the public sewerage network as identified by a hydraulic modelling assessment in liaison with DCWW. They also recommend advisory notes regarding the need to contact DCWW prior to connecting to the public sewerage system, the need to contact DCWW's operations centre regarding the presence of unrecorded sewers and drains, the need to obtain an adoption agreement with DCWW for the sewerage
- 6.10 DCWW confirms that no problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.
- 6.11 DCWW confirms that a water supply can be made available to serve this proposed development. The developer may be required to contribute, under Sections 40 - 41 of the Water Industry Act 1991, towards the provision of new off-site and/or on-site water mains and associated infrastructure. The level of contribution can be calculated upon receipt of detailed site layout plans.

- 6.12 They advise that the proposed development is crossed by a 1200mm - 800mm - 33" - 24" - 15" - 9" - 100mm & 3" trunk/distribution watermain. DCWW as Statutory Undertaker has statutory powers to access their apparatus at all times. They enclose their Conditions for Development near Watermain(s). It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult DCWW before any development commences on site.
- 6.13 **Natural Resources Wales** (NRW) do not object to the application, provided appropriately worded conditions are included on any permission that the Council is minded to grant.
- 6.14 Regarding **protected species**, they welcome the provision of an Environmental Statement (ES) and the submission in October 2015 of a Conservation Strategy, a key wildlife corridors plan, and an amended illustrative masterplan. They note that the ES confirms the presence of dormice, and a number of bat species on site, which are European Protected Species, protected by The Conservation of Habitats and Species Regulations 2010.
- 6.15 Where a European Protected Species is present, and a development proposal is likely to contravene the protection afforded to it, development may only proceed under a licence issued by Natural Resources Wales (NRW) having satisfied three requirements set out in the legislation. One of these requires that the development authorised will 'not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status (FCS) in their natural range.'
- 6.16 These requirements are translated into planning policy through Planning Policy Wales (PPW) July 2014, sections 5.5.11 and 5.5.12, and Technical Advice Note (TAN) 5, Nature Conservation and Planning September 2009. The planning authority should take them into account when considering development proposals where a European protected species is present.
- 6.17 Development of the site has the potential to cause detriment to the maintenance of the favourable conservation status of these species, unless suitable mitigation and /or compensation schemes are established and managed in the long term. NRW considers that the information submitted to date, and subsequent meetings with Council Officers and the applicant, provide an adequate basis upon which to make an assessment of the likely impact of the proposals.
- 6.18 They consider that a **Section 106 Agreement** should be used to secure financial measures for ongoing management and monitoring provisions and details of an appropriately skilled body who will be employed to implement the management and monitoring of ecological areas.

6.19 They welcome the further information submitted in October 2015 and recommend that conditions should be used to secure the following in respect of dormice mitigation:

- (i) Timing and phasing of implementation of ecological mitigation including the green corridors. New habitats should be planted in advance of the removal of existing dormouse habitat. This is to ensure that green corridors and other relevant mitigation are established before the start of works on site. It will be important to ensure that habitat management underpinning mitigation is carried out should there be a delay between granting and implementation of any permission;
- (ii) They note the intention to provide 'landscaped buffers' between areas of built development. Information setting out their extent, form and location particularly where the built development abuts green corridors should be provided. These areas should fall outside the curtilage of any proposed properties;
- (iii) Measures to safeguard habitats from adjacent properties.
- (iv) Details of habitats to be lost, enhanced and created and those to be retained.

6.20 They welcome the inclusion of 3 no. **green corridors**, which are illustrated on the 'key wildlife corridors' plan. They welcome the southern corridor proposed to run west to east to the north of Corpus Christi School, although they note that this corridor will be narrower at its eastern end where it merges with Nant Park. They advise that this corridor is both widened to deliver the 30m indicated on the annotated masterplan, and managed for wildlife. They have reservations over the ability of the green corridors to function as robust green corridors for wildlife given the number of points of severance and their mixed use nature. They advise that additional detail will be required, on the design and composition of all the green corridors, to ensure these areas are capable of supporting dormice.

6.21 They note that the amended proposals seek **maintain connectivity** where the development would cause gaps in the woodland and hedgerows in the north of the site through the use of existing tree canopies, bespoke structures, and wildlife friendly culverts. They advise that further information regarding the detailed design of these structures will be required to ensure that the proposals are appropriate to the circumstances of each crossing point. They recommend that crossing points are sited within a dark corridor and directly linked into existing habitat. Regarding culverts, these must be sufficiently large enough to enable a functioning corridor for wildlife at times of high rainfall.

6.22 In respect of **lighting**, they note from the Conservation Strategy that '*artificial lighting adjacent to retained and newly provided woodlands and hedgerow habitat features will be minimised throughout the application site*', with particular care given to '*limiting lighting levels within the key corridors outlined above and in the vicinity of the new canopy crossings*'. They note that a site-wide lighting strategy will be required via condition attached to any permission granted. NRW are of the view that the presence of lighting is likely to reduce the likelihood of dormice and 'light sensitive' bat species utilising certain

areas, and therefore advise that in addition to the commitment in the Conservation strategy, a lighting scheme pays particular attention to reducing light pollution at wildlife crossing points. This will benefit a range of other biodiversity including bats. They seek assurances that site lighting requirements have been considered at the earliest stages to avoid conflict with highway and health and safety requirements and ensure that other aspects of the conservation strategy are not undermined by lighting.

- 6.23 Concerning **long term habitat management and monitoring**, they confirm that there is a need to ensure the preparation, agreement and implementation of a monitoring scheme for protected species. They advise that a monitoring strategy includes the protected species themselves and assess the development of, and ongoing suitability of, the habitats present to support them. Should the monitoring show a decline in population numbers or distribution, it will be necessary to deliver remedial measures which should be agreed in writing with the Council.
- 6.24 They note and welcome the survey work undertaken on **bats**. They welcome the intention to re-survey any of the trees and buildings to be removed at the appropriate time. They recommend a relevant condition.
- 6.25 They advise that the applicant seeks a European Protected Species licence from NRW under Regulation 53(2)e of The Conservation of Habitats and Species Regulations 2010 before any works on site commence that may impact upon dormice. They advise that the granting of planning permission does not negate the need to obtain a licence.
- 6.26 Regarding **flood risk management**, they agree with the conclusions of the Flood Consequences Assessment (FCA). The modelling concludes the areas designated for development are not within a fluvial flood outline; areas affected by flood risk and categorised as Zone C are designated as public open spaces. They have no objection, subject to a relevant condition. If any development or land raising is proposed within these areas in the future then they should be consulted and a further FCA will be required. Low level planting should take place in these areas as this will result in a negligible loss of flood plain storage. If more substantial planting is proposed, modelling will be required to establish if this changes the flood characteristics of the flood plain and again NRW should be consulted.
- 6.27 They remind the applicant that the watercourse known as the Nant Glandulais is scheduled pursuant to the Water Resources Act 1991 and their Land Drainage Byelaws, as a statutory main river. The developer must obtain the prior formal land drainage consent of the NRW for any works in, under or over the watercourse, or within 7 metres of the base of any floodbank or wall, or where there is no bank or wall within 7 metres of the top of the riverbank.
- 6.28 They recommend a condition to prevent pollution from surface water run-off during construction works.

- 6.29 They advise the application may require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010 from NRW for water discharges from the attenuation ponds.
- 6.30 If the Applicant intends to store oils, fuels or chemicals on site, they advise any facilities for the storage of oils shall be provided with secondary containment that is impermeable to both the oil and water, for example a bund, details of which shall be submitted to the local planning authority for approval. The minimum volume of the secondary containment should be at least equivalent to the capacity of the tank plus 10%. If there is more than one tank in the secondary containment the capacity of the containment should be at least the capacity of the largest tank plus 10% or 25% of the total tank capacity, whichever is greatest. All fill points, vents, gauges and sight gauge must be located within the secondary containment. The secondary containment shall have no opening used to drain the system. Associated above ground pipework should be protected from accidental damage. Below ground pipework should have no mechanical joints, except at inspection hatches and either leak detection equipment installed or regular leak checks. All fill points and tank vent pipe outlets should be detailed to discharge downwards into the bund. This is a requirement of the Building Regulations 2010.
- 6.31 The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable for any off-site movements of waste. If any controlled waste is to be removed off site, a registered waste carrier must be used to convey the waste material off site to a suitably permitted facility. The Applicant, as waste producer, has a duty of care to ensure all materials removed go to an appropriate permitted facility and all relevant documentation is completed and kept in line with regulations. If any waste is to be used on site, the applicant will be required to obtain the appropriate waste exemption or permit from NRW. They are unable to specify what exactly would be required if anything, due to the limited amount of information provided. Excavated material arising from site remediation or land development works can sometimes be classified as waste. Further guidance on how waste is classified, and best practice for its handling, transport, treatment and disposal, is available from NRW.
- 6.32 **Wales and West Utilities** have no objections to the proposals, however their apparatus may be at risk during construction works therefore, in the event of planning permission being granted, they require the promoter of these works to contact them to discuss their requirements.
- 6.33 **Glamorgan Gwent Archaeological Trust** has considered the detailed information and has concluded that the proposed works will require archaeological mitigation. As noted in the updated archaeological desk-based assessment conducted by RPS and Cotswold Archaeology, submitted in support of the application as Chapter 8 of the EIA, the proposed development has the potential to negatively impact a number of historical assets. Particularly noted are Maerdy Farm and Maes y Llan, where there is potential for Dark Age (Early Medieval) remains to be encountered, geophysical anomalies which have not been further archaeologically investigated, and early 18th century

sites. Further assets are noted, including land management features such as early roads and hedgerows. It is recommended that these sites are as far as possible retained within the development, which will lessen the physical impact and reduce the negative impact to an acceptable level. The visual impact on historic and archaeological sites is assessed and recommended that design factors can again lessen the adverse impact, including a buffer “green” area to the east of Lisvane Church. In addition, it is noted that there is the potential for currently unidentified archaeological deposits to be present within the application area; and archaeological mitigation is recommended to address all these issues. They concur with the conclusions within the assessment that whilst some aspects of the impact of the development are noted as Moderate to Major Adverse without mitigation, the proposed project is unlikely to have a level of negative impact upon the archaeological resource that could not be mitigated through appropriate measures and therefore reducing the level of the impact. Consequently, whilst they do not object to the granting of planning permission for this development, in our role as the archaeological advisors to the Council’s Members they strongly recommend that a condition be attached to any consent that is granted to ensure that a programme of archaeological investigation is implemented throughout the development process. This programme will include appropriate mitigation measures for different elements of response and a requirement that suitable contingency arrangements are put in place to allow for sufficient time and resources to enable any archaeological features, including human remains, that are discovered to be fully investigated and recorded. They recommend that the condition should be worded in a manner similar to the model given in Welsh Office Circular 60/96, Section 23.

6.34 **Cardiff and Vale Health Board**, makes the following comments in respect of **healthcare service provision**:

- (i) Given this application is part of the North East Strategic Site, that will provide 4500 homes for 10,350 residents, their preference would be for any developer contribution to be utilised for a significant development of an existing GP premises in the local area or a new build GP/health centre to include additional capacity for community services and a NHS dentist practice, within a multi-purpose building.
- (ii) The option for the development of a pharmacy and an optician within retail premises would be beneficial.

6.35 Regarding **public health** they recommend:

- (i) Prioritise the pedestrian throughout the development, extend 20mph zones across the entire development, use a variety of methods to reduce and control traffic speed, take the opportunity to implement Car-Free Zones and design in informal outdoor active play areas in addition to open spaces.
- (ii) Strengthen interconnectivity within the development and facilitate interconnectivity with other developments and facilities/services nearby.
- (iii) Adhere to the planning guidance that identifies minimum standards for outdoor playing space and distances to local provision of spaces and negotiate to ensure the open spaces are well maintained.

- (iv) Make available land for community food growing, support the selling of fruit and vegetables in any retail units and restrict the establishment of fast food /hot food takeaways, particularly near the schools.
- (v) Restrict the selling of alcohol at the new village centre.

6.36 The **South Wales Fire and Rescue Service** advises that the applicant be made aware of the need for the provision of adequate water supplies on the site for firefighting purposes and access for emergency firefighting appliances. Should the applicant require further information in relation to these matters they should contact the fire safety officer.

6.37 **Western Power** has been consulted and any comments received will be reported to Committee.

6.38 The **British Horse Society** has been consulted and any comments will be reported to Committee.

6.39 **Cardiff Bus** has been consulted. Any comments received will be reported to Committee.

6.40 **Caerphilly County Borough Council** has been consulted. Any comments received will be reported to Committee.

7. **REPRESENTATIONS**

7.1 **Councillor D Walker** objects to the application for the following reasons:

- (i) Comprises a “piecemeal” application within the context of the LDP. It is unclear how the application fits with the strategic plan for this area;
- (ii) The requirement for additional housing was premised on the assumption that there would be local employment demand and provision. Yet there is no land set aside for industrial or commercial development within the proposal;
- (iii) There are major concerns about the lack of provision for traffic. At the Pentwyn end of the scheme, traffic would join an already busy road and junction. In Lisvane, traffic would use a new junction on Llwynypia Road, a 20mph zone which is similarly busy. Alternative public transport provision is unclear. Access from Lisvane to the M4 east along St Mellons Road would be blocked, requiring the diversion of existing traffic heading to the M4 east and Cardiff Gate.
- (iv) The 50/50 modal split for traffic is not adequately justified. Nor is it clearly demonstrated how this would work in practice. The modal split in Lisvane is currently around 85/15. There are no current plans to introduce light rail or tram transport and the site is not within walking distance of the main centres of employment. The potential failure of 50/50 to materialise would jeopardise the viability of the entire development, including the further 3500 units proposed on its eastern flank. I believe the case for the 50/50 modal split working in practise has not been made; it is a theoretical concept upon which the success or failure of this entire development rests.

- (v) The scheme is premature in terms of the stated need for the NE Cardiff LDP area to be planned strategically for 4500 houses. The proposed scheme is contrary to the plan for Cardiff (The Cardiff Local Plan 1996) and against the policies of that plan. It represents development in the countryside that is resisted in Policy 5.
- (vi) The development is clearly part of a wider plan for this area as envisaged by the LDP passed at Council in September 2013. This is recognised in para. 3.23 of the applicant's Planning Statement. Under EIA regulations it is necessary to consider not just the effects of the proposal but the cumulative impact of the proposal on other phases. This has not been done. The application fails the EIA regulations and any decision based on the submitted ES is at risk of judicial law.
- (vii) The failure of the city to adopt a CIL tariff leaves it incapable of securing contributions towards infrastructure in respect of decisions made post April 2014.

7.2 **Councillor K Lloyd** objects to the application, expressing doubts regarding the ability to achieve a 50/50 modal split. Most of these residences will have 2 cars and after trial and error on various routes the traffic will settle down to rat runs through established communities, this added to school transport is going to make this area extremely dangerous to residents, especially the residents of Pontfaen, Meadow Close and the 2 houses on Gwernrhuddi Rd adjacent to Meadow Close. There is also the issue of the risk of flooding and river bank erosion related to the Nant Glandulais and Nant Ty Draw – to this end the pumping station should pump excess water into the mains and not directly into the 2 riverways. There are current issues with residents on Hampton Crescent regarding flooding, she would anticipate that these could be aggravated by construction work and that strong measures need to be included to protect these properties and waterways.

7.3 **Councillors J Woodman and K Hyde** object to the application on the following grounds:

- (i) The number of properties planned under this application and a school , will have a detrimental effect on their ward given the current infrastructure. The main access to the south of the site is proposed to be the junction of Pentwyn Road and Ty Draw Road. This will have significant impact on residents of Pontfaen;
- (ii) The area is already extremely busy with traffic due to Corpus Christi school and very limited public transport alternatives. The amount of traffic generated by over 1000 new homes and a further school will bring this location to gridlock;
- (iii) Expresses concerns about flooding and the erosion of river banks. Having had casework from a resident of Pontfaen due to the unwillingness of the council to carry out repairs to eroded areas and the undermining of trees adjacent to the river banks, the building works will increase surface drainage and the level of water passing through the Nant Glandulais and Nant Ty Draw will increase significantly.
- (iv) To increase part of Pentwyn Road to be of 4 lane width road will be insufficient to accommodate the increased traffic if it is not also planned

to increase Gwern Rhuddri Road too. A pinch point will be created , thereby causing potential accidents and snarl ups. This does not appear to have been thought through;

- (v) They agree with issues raised by residents of Pontfaen in their joint letter;

7.4 **Councillor P Chaundy** registers his objection. He endorses Councillor Woodman's objections and the residents of Pontfaen in their letter of 28th February 2015. With increasingly forecast warmer wetter winters, more rain year on year, he wishes to *underline* significant surface water issues across the area. The road bridges weight limitations, even now current congested traffic flow – due numbers of shops and commercial developments increasing across area, several schools, a hospital, large residential area. Even proposed alterations to Pentwyn Highways are inadequate for vehicle future numbers creating a nightmare scenario problem for tomorrow, not thought out at all.

7.5 **Councillor J Carter** objects to the application for the following reasons:

- (i) Destruction of natural habitat including damage to the stream;
- (ii) Consequences of increased traffic on the surrounding roads;
- (iii) Lack of consultation;
- (iv) Significant surface water issues across the area and erosion of river banks;
- (v) Road bridge weight limitations;
- (vi) Impact upon residents of Pontfaen;
- (vii) Highways alterations are insufficient to accommodate increase in traffic;
- (viii) Supports residents of Pontfaen (see paragraph 7.10).

7.6 Former MP, **Jenny Willott**, requests that her previous concerns on the first 'Churchlands' application (ref: 13/02000/DCO), be carried forward onto the current application, as the concerns raised are still valid. Her concerns include:

- (i) Lack of infrastructure to cope with the development;
- (ii) Potential for flooding, particularly to Pontfaen and Meadow Close. Remedial work carried out has not resolved the issue and bank erosion is continuing;
- (iii) Many who objected to the first application may assume that their objections will be carried for to the new application and may not understand the need to submit new representations;
- (iv) The development has the potential to undermine important 'Green Corridors' including the Nant Fawr corridor, Llanishen and Lisvane reservoirs and the green belt; and
- (v) Traffic impact will be significant during peak times at the southern junction, particularly for local residents of Pontfaen, Alderbrook, Meadow Close and Gwern-Rhuddri Road and there are few public transport alternatives.

7.7 **Eluned Parrott, AM**, objects to the application for the following reasons:

- (i) Strategic Site F should be made a green belt and should not be included in the Local Development Plan;

- (ii) Will result in a significant impact on the quality of life for local residents;
- (iii) Serious impact on existing roads will result, e.g. Gwern Rhuddi Road, Ty Draw Road, and Llwyn-y-Pia Road, in the absence of significant investment in improved transport infrastructure;
- (iv) Proposed routes are dangerous for cyclists and have limited connections with the existing transport network;
- (v) Sports facilities appear to have been poorly thought out and appear to be in areas that are unsuitable for house building and liable to flooding. They do not appear to have associated changing or parking facilities;
- (vi) Likely impact on the already over-subscribed Secondary Schools;
- (vii) Increased risk of flooding, particularly for residents in Glyn Rhosyn and Hampton Crescent West;
- (viii) Open Space – This area which borders Cyncoed, Pentwyn, Pontprennau and Lisvane is extremely popular with people living locally enjoying various activities including walking, running, mountain biking, and dog walking. The development will therefore significantly impact on the quality of life for local residents when much of this land disappears to housing.
- (ix) Impact on movement of wildlife including amphibians from rural Lisvane and agricultural land to the north of the M4 toward the reservoirs in Llanishen, threatening the biodiversity of the reservoir sites.

7.8 The proposals were publicised in the **press and by site notices** at various locations around the site on 12th February 2015.

7.9 **32 no. objections** have been received from the occupiers of 109 Gwern Rhuddi Road, 1 Millrace Close, 14 Gould Close, 36 Lake Road East, Woodcote & Mill View House, St. Mellon's Road, 12 Norwood, Bryn Glas & 5 Rudry Road, Beech House, Cotswold Avenue, 7 Sable Close, 4 Glyn Rhosyn, 7 Rosewood Close, Protea Lodge, Chartwell Drive, 54a, 85a, 87 Mill Road, Greystone Cottage, Graig Llwyn Road, 4, 13, 15, 16, 32, 36 Llwyn-y-Pia Road, 2, 5, 8 Pontfaen, 5 Tanglewood Close, a resident of Chartwell Drive, Maen Llwyd Cottage, Rudry, and 1 no. unaddressed email. Their objections include one or more of the following:

- (i) Only the current land owners and developers will benefit;
- (ii) Closure of St. Mellons Road will deny access to the M4 for existing residents and increase traffic on Pentwyn Road;
- (iii) Minimal provision for infrastructure (e.g. community facilities, health centre, retail, library, recreation, place of worship) is irresponsible; Existing facilities in Pontprennau, Cyncoed, Pentwyn and Lisvane cannot cope with increased demand;
- (iv) Existing roads surrounding the site are already over capacity at peak periods and cannot cope with further traffic (including Llwyn-y-Pia Road and Gwern Rhuddi Road);
- (v) Increase in traffic speeds, dangers, chaos, and accidents;
- (vi) Damage to the existing road network and congestion has occurred by the applicant to roads which are not designed for construction traffic;
- (vii) Loss of valuable green belt;

- (viii) Loss of and irreparable harm to wildlife habitats including fields, hedgerows and meadows;
- (ix) Increased risk of flooding at southern end of the site;
- (x) Detrimental impact upon the village of Lisvane which will change from being a prime area of Cardiff to an overdeveloped housing plan;
- (xi) Depreciation in property values;
- (xii) Affordable housing provision is unlikely to be affordable;
- (xiii) Increased levels of noise pollution and loss of air quality;
- (xiv) Loss of countryside which is a valuable amenity resource for local residents;
- (xv) The application is premature as the Local Development Plan (LDP) is still under consideration; The land is not designated for housing;
- (xvi) The LDP masterplanning principles have been ignored; the scheme fails to comply;
- (xvii) The Northeast Cardiff development should be planned in a comprehensive and integrated manner and reflect partnership working;
- (xviii) Will result in increased car travel;
- (xix) Sports pitches are proposed in a flood risk area with no changing, parking or maintenance facilities therefore would fall into disrepair; pitches would be more appropriately located adjacent to Corpus Christi High School;
- (xx) Loss of prime agricultural land;
- (xxi) Public bus services will never be able to provide a solution to the traffic problem;
- (xxii) Development focuses on density of housing rather than creating aesthetic, enjoyable spaces; will lead to social problems;
- (xxiii) Detrimental impact on the character of Lisvane village;
- (xxiv) Inconvenience, noise and disruption during construction (currently being experienced due to the development of 51 dwellings on the edge of Lisvane village);
- (xxv) One school seems inadequate for the resulting population;
- (xxvi) Existing cycle lanes are non-existent and connections to train stations are problematic;
- (xxvii) Illustrative layout fails to demonstrate how connections to the strategic transport network will be achieved;
- (xxviii) Application fails to answer questions regarding the connectivity required to Cardiff Gate Business Park, the northeast Cardiff allocation, and the Strategic Site east of Pontprennau Link Road;
- (xxix) No evidence to support the aspiration for a modal shift to 50/50 use of public/private transport and it is unclear how this aspiration will ever be achieved;
- (xxx) The site is subject to an investigation over the sale of the land by the Welsh Government and the application should not be determined in advance of this investigation;
- (xxxi) The application location is misleading as the site also lies to the south of Lisvane;
- (xxxii) LDP Policy KP16 directs that new developments should incorporate new and/or enhanced green infrastructure and ensure

- that no fragmentation or loss of connectivity occurs; Churchlands will destroy the Nant Fawr corridor contrary to this policy;
- (xxxiii) No provision of education to meet local needs;
 - (xxxiv) Application fails to address matters relevant to the provision of strategic drainage in the area;
 - (xxxv) There are capacity issues affecting the delivery of utilities i.e. gas, water, electricity, and telecoms;
 - (xxxvi) Application does not consider traffic implications created by Corpus Christi School;
 - (xxxvii) There have been 5 accidents at the junction of Pentwyn Road and Ponfaen in the last 20 years;
 - (xxxviii) Cycle lanes stop and start and have no continuity, ceasing at the application site boundary;
 - (xxxix) New junction on Llwyn-y-Pia Road will result in an increase in traffic exiting onto a narrow country lane, unsuitable for 2-way bus services. New road is unlikely to support the cumulative effect of additional traffic;
 - (xl) Extensive network of well-used footpaths around Lisvane should be protected and incorporated into the development of green corridors;
 - (xli) No meaningful consultation has taken place with Lisvane Community Council;
 - (xlii) Brownfield sites should be considered for development before green field sites are ruined;
 - (xliii) Application is no different to the first 'Churchlands' application, which would have been refused by the Council;
 - (xliv) Loss of green buffer around Lisvane;
 - (xliv) No mention of industrial or commercial developments for job creation;
 - (xlvi) The amendments following 'Churchlands 1' are insufficient;
 - (xlvii) A bat roost exists on the site which have not been located in the Environmental Statement.

7.10 A joint letter from the occupiers of **1, 3, 5, 6, 7, 8, 9, 11 and 12 Pontfaen** has been received raising the following issues:

- (i) Pentwyn Road becomes a 4 lane highway at the point of its meeting with Pontfaen with two lanes progressing in a westerly direction and two lanes, including a bus lane, progressing in an easterly direction. They express concern regarding the increase in traffic so close to their homes and the associated noise, pollution and safety concerns.
- (ii) There appears to be no provision to aid vehicles accessing and egressing Pontfaen. The existing right filter lane for vehicles turning into Pontfaen would be lost. Vehicles turning right egressing Pontfaen would have to cross multiple lanes. A yellow box should be provided;
- (iii) There is no management plan for traffic seeking to enter the site from Gwern Rhuddi Road;
- (iv) The two bridges on Pentwyn Road for Nant Glanulais and Nant Ty Draw cannot accommodate vehicles heavier than 7.5 tonnes therefore they seek clarification on how the construction traffic will reach the site;

- (v) Traffic calming measures on Ty Draw Road into Corpus Christi High School will encourage more pick up/drop off school parking in Pontfaen;
- (vi) Whilst the addition of attenuation ponds and a pumping station are noted, they seek clarification that:
 - The pumping station would pump excess water into the rising main and not directly into the Nant Glandulais;
 - The ponds do not drain water into the Nant Glandulais;
 - The long term management of the pumping station is secured;
 - The drainage measures are sufficient to minimise the risk of flooding to properties south of the development, during both construction and operation;
 - Reinforcing of the banks of the Nant Glandulais and Nant Ty Draw are included in the development plan.

7.11 The **Lisvane Community Council** objects to the proposals for the following reasons:

- (i) This application is premature whilst the LDP public inquiry is still underway. The proposal is for development on land which is not currently designated for housing.
- (ii) The LDP proposes that 4500 houses should be provided in the strategic site between Lisvane and Pontprennau. Whilst this application represents over 20% of the housing proposed for the area (1000 out of 4500) it provides only a small proportion of the infrastructure.
- (iii) The traffic generated will place more pressure on the roads through Lisvane, which are already overburdened at peak periods. Until the final phase of the development is completed (indicative date 2024) there would be no through road around Lisvane, thus no sustainable public transport/bus route and therefore the new residents will use their cars on the existing road network, which is already acknowledged to be congested at peak periods.
- (iv) The new junction on Llwynypia Rd will result in a great increase in traffic exiting onto a narrow country lane. The stretch of road from the proposed junction on Llwynypia Rd up to the junction with Mill Rd is a narrow road with a single footway. It is not suitable for 2-way bus services as proposed. In fact, the new road and junction will act as a magnet for cars which currently use Llwynypia Rd as a rat-run. The proposed road is unlikely to be able to support the cumulative effect of additional traffic. The application is planned to have a cycle route alongside the spine road and this too will have to exit onto Llwynypia Rd.
- (v) Llwynypia Road is currently used by many horse-riders and cyclists. There is no evaluation of the effects the development will have on these road users. The addition of extra traffic will create a safety issue.
- (vi) The sustainable transport solution depends on the completion of the spine road to enable a through route for buses. Until this is in place there will be no through route. Even once the road is completed there will be no direct public transport from Lisvane to the City Centre. Transport planning depends on:
 - the Llanishen/Heath circular route which connects with the rapid transport route from Pentwyn Park and Ride
 - travel to Lisvane and Thornhill station, which is already fully utilised at

peak times and will not be improved as a result of rail electrification until at least 2019.

- timings of journeys that are unrealistic once change-over and waiting times are included.
- (vii) The proposed sporting facilities are dotted around in areas along the Nant Glandulais, which is acknowledged to be a flood risk area - see para 2.19 of the Design and Access Statement "part of the site along the eastern boundary lies within TAN 15 Development Advice Maps Zone C2 indicating a high probability of flooding from the Nant Glandulais. However the findings of the hydraulic modelling assessment show that the flooding does not affect the areas of the site proposed for residential development when suitable mitigation measures are adopted". Although it is stated that the flood risk will be minimised for residential development there is no corresponding guarantee for sporting facilities. It would be better to provide a shared-use playing field complex comprising a single cricket pitch and 1 or 2 football pitches with shared club-house/changing facilities in an area which is not at significant risk of flooding and will be suitable for use all year round. An area adjacent to Corpus Christi school would enable the facilities to be shared with the school.
- (viii) Lisvane is poorly provided with formal recreational open space. The Design and Access Statement, para. 4.4, states that "The amount of open space has been designed in order to provide additional recreational space for existing residents." It appears that the amount of formal recreational space proposed (3.93ha) does not take into account the needs of existing residents as it is based solely on the numbers of new residents expected (1.63ha per 1000 residents). The amount of space should be significantly increased.
- (ix) Lisvane has an extensive network of well-used footpaths. They should be protected and incorporated into the development of green corridors not turned into narrow concrete tunnels. There is mention of narrow green corridors to link the reservoirs with the proposed green spaces. These will not be adequate for wildlife. The proposed spine road will cut across the green corridors rendering them ineffective.
- (x) There has been no meaningful consultation with the Lisvane Community Council as representatives of local residents in spite of the huge impact such a development will have. Talks have taken place but no concerns of residents have been addressed.

7.12 Lisvane Community Council makes the following comments on the further information received in October 2015:

- (i) The Maerdy Farm area is now designated as a village centre with a 2-form entry primary school and a range of multi-use facilities, including community facilities. The new primary school is to be welcomed, once the level of occupation of new houses justifies it. However, the proposed location of the community facilities disregards the fact that there is already a village centre in Lisvane which will be affected by the new development in the years before the Maerdy Farm area is developed. Creating a second centre will not help the integration of the new and existing communities.

- (ii) The locations have been modified. The planned sports pitch north of St Mellons Rd has been removed. The plan now shows two pitches adjacent to the planned primary school and school grounds/playing fields. One pitch is shown adjacent to the cricket pitch. The acreage allowed for formal sports has been reduced to from 4.71ha in Churchlands 1 to 2.89ha in Churchlands 2. This appears to be a mistake by the applicant as it is less than the minimum requirement in the Supplementary Planning Guidance. In addition, it does not take account of the existing under-provision of sports facilities in north-east Cardiff.
- (iii) This change at least allows some sharing of changing facilities, probably located in school building and designated as community facilities. They are unlikely to be available during school hours. The cricket pitch location is unchanged and therefore it seems unlikely that users of those pitches would be able to use changing rooms at the school.
- (iv) The original phasing of Churchlands development indicated that the southern third (including the cricket pitch and football field) would be developed first, the northern third would follow and the central section (including the school and remaining sports fields).would be last to be developed.
- (v) The original applications had 3 local areas equipped for play/local areas for play (LEAP/LAP) designated. The new application has only 1 LEAP/LAP just north of St Mellons Rd. There is a neighbourhood area equipped for play (NEAP) near the cricket pitch. The original application ensured that children's play areas were within a maximum distance from all housing. This is now not the case.
- (vi) The original Churchlands 2 application allowed St Mellons Rd to remain open for vehicular traffic until the full site SS(F) was developed, when alternative routes would be provided and the road would become a route for pedestrians, cycles and horses.
- (vii) The current application states that the road is to become a strategic bus route allowing for 2-way bus traffic. It is not suitable for this use as it is a narrow country lane which is frequently congested at peak times.
- (viii) It is noted that much of the additional information is related to the outline elements of the application and therefore it is illustrative only. It may be that the developments which will eventually take place will not reflect these illustrations since they will all be subject to detailed planning design and consultation. It is hoped that the above comments can be taken into account during this process.

7.13 Regarding the collated transport submission received in October 2015, they have identified a number of issues concerning junction capacity, the spine road, mode split and bus priority in St. Mellon's Road. In respect of junction capacity they submit the following table:

Junction	Period	Comments
Spine Road / Llwynypia Road	AM peak hr	A long queue in Llwynypia Road (west) is caused by a significant number of vehicles waiting to turn right into Llwynypia Road (east). This extends across Rowan Way and will impact on school traffic. There is no data showing that this has been assessed.
	General	<p>i) Some PICADY capacity tests are included in the 'Submission' but the queues differ from those detailed in the summary tables.</p> <p>ii) The main road width used in the calculations is 6.7m. This is incorrect as the spine road will be 6.3 metres wide. Llwynypia Road (west) is only 6m wide and capacity tests must take this into account.</p>
Church Road / St. Mellon's Road	AM peak hr	Capacity tests show average queues in Church Road of around 20 vehicles but it is normal for these to extend into Heol y Delyn and Rudry Road which is around 40 vehicles.
	PM peak hr	Capacity tests do not include the Lisvane School pick-up period when lengthy queues occur in Heol y Delyn and Church Road.
	General	Confirmation is required that traffic generated by the new Redrow site (Cefn Mably Road) has been included in the capacity tests.
Cherry Orchard Road / Graig Road / Llwynypia Road	AM peak hour	The capacity tests indicate that a queue occurs in Cherry Orchard Road across its junction with Mill Road. This confirms local observations.
	PM peak hour	Capacity tests do not include the Lisvane School pick-up period when lengthy queues occur.
Cherry Orchard Road / Mill Road	AM peak hour	The queue on Cherry Orchard Road referred to earlier delays movement at this junction. The capacity tests need to take this into consideration.

	PM peak hour	Capacity tests do not include the Lisvane School pick-up period when long queues occur.
Mill Road / Station Road	AM peak hour	Movement at this junction is delayed by the queue-back from Everest Walk and Fidas Road. The actual queues in Mill Road are much greater than those in the 'Submission' data summary and the junction capacity must be re-assessed.
	PM peak hour	Capacity tests do not include the Primary School pick-up period when queueing occurs
Station Road / Fidas Road	AM peak hour	Tests show the significant traffic problem at this junction. The situation will deteriorate with Churchlands 2 but no solutions have been proposed
	PM peak hour	The capacity tests for Scenarios 3 and 4 significantly increase queues on Station Road east. These will increase delays at the Mill Road junction and capacity tests need to be carried out.
	General	For Station Road west the tests assume that two-lanes are available. This is incorrect. Actual queues extend much further than shown in the data summaries and additional capacity tests must be carried out .
Church Road / Heol y Delyn Heol y Delyn / Llwynypia Road	General	Significant delays occur at these junctions but capacity tests have not been included in the 'Submission'.

- 7.14 They note that control of the junction with St. Mellons Road has changed. The initial proposal was for a mini roundabout but in the Collated Submission the junction is shown as a cross roads with no apparent give way road markings. This proposal needs to be clarified.
- 7.15 In addition, capacity tests carried out for the AM peak hour show an average queue of 26 vehicles on St Mellon's Road west. The applicant considers this not to be unreasonable but Churchlands will create a significant traffic delay that currently does not exist. Measures must be taken to resolve this prior to

commencement of the development. They also note that a number of the graphs are titled incorrectly.

7.16 Concerning mode split, they note the four scenarios used. For scenario 1 the applicant used data from the TRICS national data-base to determine trip generation rates for dwellings. In addition to this data it is normal practice for a Transport Assessment to include sensitivity tests using the 85th percentile trip rate value. There is no evidence in the Submission that these have been carried out.

7.17 In addition, scenarios 2, 3 and 4 do not use the 50% car driver factor.

7.18 Concerning bus priority, there is no bus lane shown on the plan of the Spine Road/St Mellon's Road junction. It is unclear how bus services will cope with the forecasted large queues of vehicles during AM and PM peak hours.

7.19 **Lisvane Panthers FC** objects to the application for the following reasons:

- (i) This application is premature whilst the LDP public inquiry is still underway. The proposal is for development on land which is not currently designated for housing;
- (ii) The LDP proposes that 4500 houses should be provided in the strategic site between Lisvane and Pontprennau. Whilst this application represents over 20% of the housing proposed for the area (1000 out of 4500) it provides only a small proportion of the infrastructure;
- (iii) Availability of sports facilities in North Cardiff has been a significant issue for many years. The club has nearly 600 registered players and 36 teams at under 16 age groups. Each week they have to train and play matches all over the City due to a serious shortfall in the provision in Lisvane;
- (iv) Supporting the development of young folks through team sport is applauded by many;
- (v) The proposed sporting facilities are dotted around in areas along the Nant Glandulais, which is acknowledged to be a flood risk area (DAS para 2.19). The application does not guarantee that sports pitches will not flood. They recommend a shared-use playing field complex comprising a single cricket pitch and 1 or 2 football pitches with shared clubhouse/changing facilities in an area which is not at significant risk of flooding and will be suitable for use all year round e.g. adjacent to Corpus Christi High School;
- (vi) Lisvane is poorly provided with formal recreational open space. It appears that the amount of formal recreational open space proposed does not take into account the needs of existing residents as it is based solely on the numbers of new residents expected. The amount of open space should be significantly increased.

7.20 The **Ramblers Cymru Cardiff Group** objects to the application for the following reasons:

- (i) Does not meet the requirements in TAN 18 to promote cycling and

- walking;
- (ii) Does not ensure that the development provides walking, cycling and public transport routes that are attractive, sustainable choices, that the development integrates well with neighbouring areas, that it provides connected green open spaces and that it sympathetically integrates landscape, biodiversity and heritage. Contrary to LDP Policy KP4;
- (iii) Existing Public Rights of Way (PRoW), which are part of the landscape and heritage of the area, will either back onto or front the proposed residential developments and thus be unattractive for walking;
- (iv) The proposed green corridors and hedgerows do not form a coherent set of routes that run in a clear way through the development and integrate with neighbouring areas of open land. In particular they do not provide an attractive green corridor linking the open space of the Nant Fawr corridor to the open countryside which is a significant part of the attractiveness of the present path network;
- (v) The main spine road creates a significant barrier to any perception that there is a green corridor linking inner green spaces of Cardiff with the wider countryside;
- (vi) The proposed shared cycle/footpath that runs along the Nant Glandulais ends, at its northern end, with no access onto St Mellon's Road. An access point is shown into Maerdy Farm but this is private property and consequently there is no right of access from there onto St Mellon's Road;
- (vii) Proposals are inconsistent in preserving or providing footpaths within the development. For instance that from Maerdy Farm to Lisvane War Memorial (Lisvane 14) is first a footpath, then joint use, then a footpath again and, finally, joint use.

7.21 The receipt of further information and other information, including amended plans, was publicised in the press and by notices at various locations around the site on 26th October 2015.

7.22 Following a second public re-consultation exercise, a further 41 no. objections were received from the occupiers of 2 Heol y Delyn, 25, 41, 91, 107 Gwern Rhuddi Road, 15, 18a 38 Llwyn-y-Pia Road, 1, 7 Church Close, 10, 26 Hackerford Road, 37 The Fairway, 53 Hampton Crescent West, 8, 18 Westminster Drive, 2, 6, 7, 8, 12 Pontfaen, 4, 69, 106 Glyn Rhosyn, Wood Cottage and Long Acre Lisvane Road, Woodcote, St. Mellons Road and 15 no. unaddressed emails. Their objections include one or more of the following:

- (i) Lisvane is a haven of tranquillity whose character will be harmed and disturbed; loss of green belt around Lisvane;
- (ii) Increase in traffic resulting in increased noise, pollution and danger;
- (iii) Access in and out of Lisvane cannot be achieved;
- (iv) Current infrastructure will not tolerate another 1,000 houses, including the church; place of worship, industry and healthcare provision is required;
- (v) Increase in traffic at peak times will lead to congestion; the current road infrastructure cannot support a development of this scale;
- (vi) Public transport provision to support the development is unclear;

- (vii) Will result in the urbanisation of large swathes of green fields with natural beauty; brownfield development should be favoured;
- (viii) Application should be scaled down so that existing infrastructure can cope;
- (ix) The need for the houses and jobs has not been evidenced;
- (x) The land was sold cheaply by the Welsh Government and should be developed until a full investigation has taken place;
- (xi) The application needs to demonstrate that adequate parking spaces will be provided to avoid on-street parking;
- (xii) The existing Corpus Christi High School is impassable at peak times. The proposed schools will make this worse;
- (xiii) Questions where the cycle routes are off-site to ensure there are proper connections;
- (xiv) 3 car per houses is a likely estimate for the development;
- (xv) Destruction of wildlife habitats, including trees and hedgerows which will have a major negative effect on the character of the area;
- (xvi) Will threaten the future of the reservoirs;
- (xvii) Harmful impact on the quality of life for residents.
- (xviii) Creation of a 4-lane highway at the junction between Pontfaen and Pentwyn Road, resulting in increased traffic, noise, pollution and safety concerns as well as difficulties for vehicles accessing and egressing Pontfaen;
- (xix) Similar improvements should be made to Gwern Rhuddi Road to avoid a pinchpoint where the 4 lane highway joins;
- (xx) An exit onto the M4 should be considered;
- (xxi) The two bridges on Pentwyn Road cannot accommodate vehicles heavier than 7.5 tonnes therefore it is unclear how the construction traffic will reach the site;
- (xxii) Traffic calming measures on Ty Draw Road into Corpus Christi High School will encourage more pick up/drop off school parking in Pontfaen;
- (xxiii) Whilst the addition of attenuation ponds and a pumping station are noted, clarification is sought that:
 - The pumping station would pump excess water into the rising main and not directly into the Nant Glandulais;
 - The ponds do not drain water into the Nant Glandulais;
 - The long term management of the pumping station is secured;
 - The drainage measures are sufficient to minimise the risk of flooding to properties south of the development, during both construction and operation;
 - Reinforcing of the banks of the Nant Glandulais and Nant Ty Draw are included in the development plan.
- (xxiv) Development of northeast Cardiff should be considered in its totality and not piecemeal or in isolation;
- (xxv) Increased run-off will result. It is unclear what mitigation and management is proposed for properties on Hampton Crescent West, Hampton Crescent east, Pontfaen, Alderbrook and Glyn Rhosyn;
- (xxvi) Improvements are necessary to Gwern Rhuddi Road to avoid congestion, accidents, and rat-runs through Hampton Crescent;
- (xxvii) Disagrees that public transport usage, cycling and walking will

- constitute 50% of additional traffic flows; this is an unrealistic aspiration; proposed cycle routes cease at the site boundary;
- (xxviii) Concern for the future safety of pedestrians, particularly pupils walking to and from Corpus Christi High School;
- (xxix) Development is premature;
- (xxx) Closure of St. Mellons Road will threaten approximately 100 jobs at Mill Farm Business Park;
- (xxxi) Loss of LDP's proposed green boundary/belt/wedge to Lisvane;
- (xxxii) Sporting facilities are proposed in areas at risk of flooding and no changing facilities have been provided;
- (xxxiii) Proposals constitute overdevelopment of the area;
- (xxxiv) Depreciation in property values;
- (xxxv) Development is unlikely to be in keeping with the character of Lisvane;
- (xxxvi) No provision of a metro station serving the area;
- (xxxvii) Poor access for emergency vehicles;
- (xxxviii) No construction method statement has been provided;
- (xxxix) Development will not help those who cannot afford to get onto the property ladder;
- (xl) The assumption that there is no bat roost on the site is wrong as bats can be seen flying on clear nights;
- (xli) Increased pollution from road traffic;
- (xlii) Loss of footpaths;
- (xliii) The creation of Maerdy Centre will not help integration with existing communities;
- (xliv) Reduction in children's play areas from Churchlands 1;
- (xlv) St. Mellon's Road is unsuitable for 2-way bus route;
- (xlvi) Development of the whole of Northeast Cardiff should not be considered piecemeal;
- (xlvii) The Local Development Plan Masterplan states that before any such development is allowed the local infrastructure needs to be considered. The roads around Lisvane are not capable of carrying the extra traffic that would be generated from a development of this scale;
- (xlviii) No evidence of need for extra housing;
- (xlix) Questions the availability of jobs for future inhabitants.

7.23 David Lock Associates, on behalf of Taylor Wimpey, makes the following comments:

- (i) the statutory Development Plan for Cardiff should be given little weight in the determination of this application and that greatest weight should be given to the LDP, its policies, proposed allocations, Infrastructure Plan, Schematic Framework and other supporting documents underpinning the LDP;
- (ii) They clearly support the principle of the proposed allocation of land at North East Cardiff within Strategic Site F along with its comprehensive development in line with the master planning approach set out in the LDP and in particular in Draft Policy KP2(F). There has been a significant amount of collaboration and joint working on the LDP,

Examination and Schematic Framework (masterplan) dated November 2014, which is now included within the Policy and has been extensively debated at the Examination Hearing Sessions in January, February and September 2015.

- (iii) They consider that the master plan for Churchlands II, submitted as part of the current application, is generally in line with the Schematic Framework contained in the LDP in respect of the broad structure of land uses and connectivity through the site. The remainder of the Strategic Site has however not yet been subject to the level of technical assessment required to support an outline planning application.
- (iv) Subject to the completion of a s106 agreement/obligation with the Council and the imposition of appropriate conditions the current amended proposal does not intend to prejudice or seek to inhibit the delivery of the rest of the Strategic Site. Such obligations and conditions should ensure that all rights are granted to enable all necessary infrastructure including adopted roads, services and drainage infrastructure, of sufficient capacity (and without ransom), to be provided to the boundaries of the application site in a timely manner, and by the earliest of the completion of 250 dwellings or the third anniversary of commencement of development on Phase 1, to serve the remainder of the strategic allocation.
- (v) In terms of transport and connectivity works (i.e. roads, footpaths, cycle tracks and utility infrastructure serving the development and adjoining land) specific works were agreed in the Transport SoCG relating to the provision of a southern access (from the junction of Pentwyn Road to the eastern and western boundaries of Phase 1), a cycle track and such utility services to be laid in or adjoining the Phase 1 public highway on the southern access to serve the development and meet the capacity of the site and adjoining land. They request that the s106 agreement/obligation on the current proposal respects and includes these agreed matters, in the interests of securing an integrated, comprehensive, sustainable development as required by the emerging LDP and Policy KP 2 (F). In all respects such works shall be provided to the boundaries and have sufficient capacity to serve and be available for connection from the adjoining land without entry on to the site or the grant of any rights or interest and with no ransom.
- (vi) One of the planning conditions should require a Design Code to be submitted to and approved by the Council before the submission of any subsequent reserved matters within each relevant phase of the development. Other conditions should limit the number of dwellings on the site to a maximum of 1,000 on the site and require further information to be submitted in relation to the design and character of particular nodes and areas of the site in order to inform subsequent reserved matters applications.
- (vii) Given their client's position and interests they would request that they be involved in further discussions regarding the s106 agreement/obligation; The s106 agreement/ obligation should be broadly in line (pro-rata) with the Cardiff Infrastructure Plan requirements for SSF and must meet the legal tests for an obligation under Regulation 122 of the *Community Infrastructure Levy Regulations 2010 as amended*. We understand that

their clients and the applicant intends to use their best endeavours to enter into a collaboration agreement which will seek to achieve a fair apportionment of infrastructure costs associated with the development of the strategic site.

- (viii) They note that there is now more content on the design, which elaborates on the detail about movement and streets and shows revised junction layouts with bus priority measures, street sections with segregated cycle lanes and traffic calming design features to reduce the speeds to 20mph across the site. They understand that these are to address concerns raised by the Council's Highway Department and hence make no further comment on these details.
- (ix) They also note that there is also more information and detail about how the site will be structured around key streets, spaces and character areas with the inclusion of some images in an attempt to give a better impression as to how these areas could appear. This includes contemporary precedents (including a scheme in Northampton that is not yet developed), which are concentrated in the local centre and the short character area that calls itself "Main Street". Otherwise it resorts to Redrow's pattern book offerings. Hence, we have some concerns about how this interesting mix will come together in design and layout terms and whether it will satisfy the Council's emerging policy in the LDP and the *Liveability Guidance* for master planning Strategic Sites.
- (x) In an effort to address criticisms about the lack of east-west green infrastructure connections, which they previously drew attention to, they note that a new east-west connection is provided on the line of what was previously a street. This corridor is 28-30m wide and cuts across the site from the cricket field. It is a welcome addition.
- (xi) The amendments have also affected the amounts of green infrastructure and open space proposed. For some unexplained reason the terminology used is also different. No sizes are given for the combined LEAP/LAP and NEAP. The 10 hectares of "informal green space" has become 10.8 hectares of "multi-functional green space" (which could incorporate the LAP/LEAP and NEAP). However, the most significant difference is with the formal provision. We note that this has reduced from 3.93 hectares, which complied with the Council's minimum standard, to 2.89 hectares, which is argued to be relevant pro-rata to the overall 13 hectares allocated for 4,500 homes. They question whether this is a valid justification, particularly in absence of an agreed masterplan for SSF and with no knowledge or evidence about whether the surrounding area has a surplus or deficit in formal provision.
- (xii) The added detail in the Design and Access Statement (DAS) also seems to attempt to address the key issue and their main concern relating to the lack of an agreed master plan for the whole of the Strategic Site F, as they believe is required by the LDP. Again it refers to the "masterplan" it produced, linking this also to the Council's Schematic Framework, which is linked to Draft Policy KP 2(F) of the LDP. The DAS shows the Illustrative Masterplan superimposed onto the wider "masterplan" and attempts to show how key routes and spaces relate to the Council's Schematic Framework. However, this does not address the fact that a comprehensive master plan is lacking from the site and this shows when

- looking at other details, covered below.
- (xiii) With densities, the submitted and amended documents appear to still fail to show how the density of development is structured to align with the principles for relating density to key transport corridors. The approach here appears to be a reliance on creating an impression of higher density through the scale and set back of buildings rather than making a conscious effort to increase density. So whilst the development may create a scale of development that is well related to a main street and can enable the main street and key spaces to be differentiated from other localities, if it is still lacking in density then it could affect one of the key master planning principles for this site, which is to focus higher density development on key transport corridors. The proposals in this regard, in short, remain quite elusive and do not fully address the important density issues. This is important in terms of delivering the housing numbers, infrastructure and community facilities to support the overall development. In addition, if the requisite number of dwellings is not delivered on the Churchlands' site, there may be added pressure to develop more homes on their clients' land, which may not be practical, desirable (in market terms) or deliverable.
- (xiv) In conclusion, their clients support the proposed North East Cardiff (Strategic Site F) allocation in the emerging and hopefully soon to be adopted LDP as one of the most significant elements and developments bringing forward new homes and jobs in the city to deliver the aims and objectives of the LDP and help Cardiff achieve its goal as a world class European capital city. Furthermore, their clients have no objection to the principle of the proposed residential development of this part of the Strategic Site supported by a 2 Form Entry Primary School, mixed-use village centre, playing fields/play areas and related development and acknowledge that in itself the proposal does not intend to prejudice or seek to inhibit the delivery of the rest of the Strategic Site. However, their clients feel it is important to comment on the amendments and ask the Council to consider these in their assessment of the amended proposal before determining the application.

8. **ANALYSIS**

8.1 The key issues for the determination of this application are:

1. The Principle of Development;
2. 'Best and Most Versatile' Agricultural Land;
3. Placemaking & Urban Design;
4. Protected Species & Wildlife Habitats;
5. The Provision of Open Space;
6. Landscape & Visual Impact;
7. Archaeology & Heritage;
8. Socio Economic Impacts & Community Benefit;
9. Pollution Considerations;
10. Residential Amenity;
11. Access, Parking & Circulation;
12. Hydrology & Flood Risk;

13. Third Party Representations;
14. Equalities Impact Assessment;

8.2 Each of these key issues will be assessed in turn.

The Principle of Development

- 8.3 The adopted Local Development Plan (LDP) for Cardiff provides the statutory framework for the development and use of land within Cardiff over the plan period up to 2026 (adopted January 2016). It recognises that the City has a significant need for new homes and jobs to cater for a wide range of needs. Policy KP1 states that the plan makes provision for the delivery of up to 45,415 new dwellings and 40,000 new jobs over the 20 year plan period up to 2026. The provision of a genuine range and choice of new sites is crucial to ensure to effectively deliver the required level of growth.
- 8.4 The LDP has allocated 8 no. key strategic sites to help deliver this urgent need (Policy KP2), which includes the allocation of approximately 237 ha of undeveloped green field land at North West Cardiff (west of Pontprennau) for a mixed-use comprehensive development of a minimum of 4,500 homes, employment and other associated community uses, together with essential, enabling and necessary supporting infrastructure (Policy KP2(F)). Covering an area of approximately 48.2 ha and developing a maximum of 1,000 dwellings, this application comprises a significant proportion of the North East Cardiff Strategic Site allocation; approximately 20% of the land take and 22% of the estimated dwelling provision.
- 8.5 The policies in the adopted LDP promoting the site for development supersede the out-of-date policies contained within the former Local Plan which protected countryside land from development that would cause unacceptable harm to the area's character, amenity, landscape and nature conservation value.

'Best and Most' Versatile Agricultural Land

- 8.6 National Planning Policy on the non-agricultural development of land is set out in Planning Policy Wales (PPW) (Edition 8, January 2016) and the accompanying Technical Advice Note 6: Agriculture and Rural Development (TAN 6) (July 2010).
- 8.7 PPW8 notes in paragraph 4.10.1 that high quality land is recognised as a finite resource which should be conserved for the future, wherever possible. Such land is described as that graded 1, 2 and 3a in the of the Agricultural Land Classification (ALC) system and is described as 'best and most versatile agricultural land' (BMV). The paragraph advises that *"Considerable weight should be given to protecting such land from development, because it is of 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.”

- 8.8 Annex B of TAN 6 notes that there may be proposals for development of non-agricultural purposes that require significant amounts of higher quality agricultural land. In such cases it is a requirement for Local Authorities to consult the Welsh Government before granting any planning permission which is not in accordance with the development plan and would involve the loss of 20 hectares or more of grades 1, 2 or 3a agricultural land, or a loss which is less than 20 hectares but is likely to lead to further losses amounting cumulatively to 20 hectares or more.
- 8.9 The proposed development would result in the loss of approximately 27 Ha of BMV land, of grades 2, 3a and 3b. However, this loss must be weighed against the allocation of the Strategic Site within the adopted LDP, which has been found to be sound. The allocation is the second largest of 8 no. Strategic Sites which collectively play a crucial role in delivering the Plan Strategy.

Placemaking & Urban Design

- 8.10 PPW8 advises that new housing development should be well integrated with and connected to the existing pattern of settlements and expansions should avoid the creation of ribbon development, coalescence of settlements, or a fragmented development pattern. Where housing is on a significant scale, it should be integrated with existing or new industrial, commercial, and retail development and with community facilities (paragraph 9.3.1).
- 8.11 Policy KP4 lists ten masterplanning general principles to guide major development. These principles are developed further in the *Cardiff Liveable Design Guide*, a Council publication providing placemaking, planning and urban design guidelines for the development of the City's Strategic Sites so that they exemplify the very best in UK and European Practice.
- 8.12 A comprehensive and integrated approach to masterplanning is one such key principle. Although this principle advises that masterplans cover the whole of a Strategic Site, and this is the preferred approach to development, Members are advised to note that the Inspector for the first application ('Churchlands 1' ref: 13/02000/DCO), did not consider this to be sufficient grounds to recommend to the Minister that this appeal be dismissed. The Minister has confirmed that he is minded to agree with the Inspector's recommendation that this appeal be allowed, although it is noted that his final decision has not yet been made. In the light of the Minister's position regarding this appeal, it is noted that the illustrative masterplan for this application has been prepared to ensure that the application accords with the schematic framework attached to Policy KP2(F) and does not prejudice the future development of the wider Strategic Site. The amended application before Committee is the product of numerous meetings over a number of years with Council Officers and external organisations, including Natural Resources Wales, and provides officers with satisfaction that

a range of organisations have provided input into the design process of this application.

- 8.13 A second key principle is the provision of high density residential and mixed use development along public transport corridors and in neighbourhood centres, in order to create desirable places to live with vibrant, viable centres, interesting streets and a mixture of housing choices. Policy KP2(F) directs that higher density development (45-50+ dwellings per hectare) be provided in mixed use centres and along rapid transport corridors, with medium density development (35-45+ dph) to the edge of Pontprennau and to the north of the site, with lower densities around the edge of Lisvane.
- 8.14 The design and access statement accompanying the application proposes an average density of approximately 38 dwellings per hectare (dph) with a mix of two-storey, two-and-a-half and three-storey development with the former being the pre-dominant scale. The building heights parameter plan indicates two-storey development with a lower ridge height around Lisvane. Taller, higher density development is indicated along the spine road (see attached plans). The amended application is consistent with the density guidelines set out in Policy KP2(F), with the average density being reflective of Pontprennau to the east.
- 8.15 Whilst the representations regarding densities by David Lock Associates on behalf of Taylor Wimpey are noted, it is considered that the information submitted with the application is sufficient to give confidence that the application will not compromise the ability of the whole Strategic Site to meet the projected contribution of 4,500 dwellings.
- 8.16 A further key principle, as set in out in Policy KP4, is the provision of mixed use neighbourhood centres which provide a full range of social and community facilities, and are well-connected, being located on public transport corridors and easily accessible by walking and cycling. The inclusion within the application of a village centre and new primary school at Maerdy Farm is considered to be a significant benefit to the proposals and an improvement upon the previous application where no such provision was made. This centre would contain a variety of commercial uses and would be focused around the existing Maerdy Farmhouse, which will be retained to form a focal building within the centre. Whilst not benefiting from any statutory protection, the retention of the existing farmhouse would provide some unique character to the new centre. The provision of a two-storey two-form entry primary school frames the southern perimeter of the centre, with other commercial buildings to be positioned around a public space.
- 8.17 The centre would occupy a central position within the application site and would be well-served by public transport, with the main spine road forming the west boundary of the centre. The centre is immediately opposite a key junction which links the site to the remainder of the Strategic Site to the southwest.
- 8.18 The centre would also be easily accessible for local residents who may wish to walk or cycle to use the facilities or visit the primary school at peak times. An

east-west shared surface would run through the centre, providing links to the proposed Nant Park to the east, and the wider Strategic Site further to the east and the southwest. An important shared route would also be created northwest from the centre by utilising the existing Maerdy Lane to provide a non-vehicular route between the new Maerdy Centre and the existing Lisvane village centre.

- 8.19 Whilst the nature of the commercial uses within the proposed centre is not confirmed at this stage, it is envisaged that they may include the sale of convenience goods, food and drink uses, and other commercial uses. The precise quantum and mix of uses would be subject to condition.
- 8.20 The creation of well-designed neighbourhoods with a distinctive character, responding effectively to the local context is a further key masterplanning principle identified in Policy KP4. Although the current application reserves layout for future consideration, the applicant has entered into a dialogue with Council officers to strengthen placemaking concepts by identifying key nodes and design exemplars as well as providing street sections to show access, parking and landscaping arrangements.
- 8.21 In addition to the key space at Maerdy Centre, the Design and Access Statement (DAS) and its October 2015 Addendum identify key spaces at three junctions along the spine road; the southern spur, Maerdy Lane, and St. Mellon's Road. For each of the key spaces, indicative site plans have been produced to show building heights, siting and arrangement, design exemplars, access arrangements, surface treatment and landscaping options. The identification of these key spaces and the inclusion of indicative plans for their development gives confidence that places with distinctive character can be created.
- 8.22 Away from the key spaces, the DAS highlights a hierarchy of spaces within the application site, with secondary transition spaces created at key intervals along the spine road and tertiary spaces within the development parcels around a shared space or square. This is considered to be an acceptable urban design approach that will help to provide a legible environment, the full details of which will be agreed during the detailed design of reserved matters.
- 8.23 The provision within the DAS of illustrative sections at various positions along the spine road provides clarity on the intended arrangements for walking, cycling, landscaping and tree planting arrangements and on-street parking and access. The section drawings set out key principles for the development of the spine road, giving further confidence that areas of distinctive character will be created.
- 8.24 Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. Policy C3 confirms the Council's commitment to ensuring all new developments are designed in such a way so as to promote safe and secure environments and minimise the opportunities for crime. The use of natural surveillance, creating well-defined routes and spaces,

distinguishing between public and private space, and the provision of good quality lighting are expected to be achieved on new developments.

- 8.25 The comments of the Crime Prevention Design Advisor are noted in this regard. The Design and Access Statement includes community safety as a design principle. It is considered that a condition requiring a design code to be submitted for agreement with reserved matters applications provides an appropriate mechanism to address issues relating to community safety. The South Wales Police Crime Prevention Design Advisor will have the opportunity to input into this process.
- 8.26 The duty imposed under Section 17 has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 8.27 Policy EN12 places a requirement on new developments to maximise the potential for renewable energy, with developers of Strategic Sites encouraged to incorporate schemes which generate energy from renewable and low carbon technologies. Policy KP5 confirms that such features contribute towards good quality and sustainable design.
- 8.28 The application is accompanied by an Energy Statement which sets out an approach to ensure an environmentally friendly, energy efficient and therefore sustainable development is proposed. It commits to providing a detailed energy strategy as part of the consideration of reserved matters and a relevant condition is recommended to secure this. The Statement identifies six steps which will strive to make each dwelling and the development as a whole, carbon efficient, as self-sufficient as possible by collecting and reusing water, use sustainable materials in construction, able to cope with future climate change, make a positive contribution to the community and built environment, and sustainable in operation.

Protected Species & Wildlife Habitats

- 8.29 The conservation of native wildlife habitats and the safeguarding of protected species are specified objectives in PPW8 (paragraph 5.1.2). New development opportunities have an important part to play in creating new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable. Improving habitat connectivity through promoting wildlife corridors whilst ensuring development minimises species and habitat impact are also important considerations (paragraph 5.2.8).
- 8.30 These national policies are applied at the local level through Policy KP4(8) which states that major development should include connected green open spaces which form strategically important links to the surrounding area to provide routes for wildlife. Policy KP2(F) requires the development of the Strategic Site to ensure retained habitats are linked through the provision of open space corridors providing ecological connectivity, highlighting the use of stream networks, the Nant Fawr corridor, countryside connections to the north

and ensuring there is no detriment to the maintenance of the favourable conservation status of dormice.

- 8.31 Following consultation with the Council's Ecologist and Natural Resources Wales (NRW), the amended proposals now include, in addition to the north-south Nant Park corridor to the east site boundary, the provision of 3 no. significant east-west corridors across the site with widths ranging between approximately 25 metres and 73 metres. Two of these corridors are located north of St. Mellon's Road, where surveys have confirmed the presence of dormice, and a third corridor has been introduced in the south of the site, immediately north of Corpus Christi High School.
- 8.32 The applicant has committed to provide 3 no. crossing points in the north of the site where roads interrupt these corridors to ensure that connectivity for dormice will be maintained. These will comprise 2 no. bespoke crossing points and 1 no. tree canopy crossing. 2 no. wildlife friendly culverts are also proposed.
- 8.33 These mitigation and compensation measures are considered to be a significant improvement for ecological connectivity across the application site and offer good connectivity options for the wider Strategic Site. Having considered the amended proposals, the Council's Ecologist and NRW have removed their objections to the application, subject to relevant conditions to ensure the continued protection dormice and other wildlife.
- 8.34 It is noted that there is no objection regarding the impact of the development upon the local bat population as the submitted surveys have addressed matters to the satisfaction of the Council's Ecologist and NRW. No bat roosts were recorded during surveys and activity surveys recorded low to medium levels of common species foraging and commuting along boundary features of the application site. It is considered that the proposals contain enhancement opportunities for bats and improved green corridors will maintain connectivity across the application site and across the wider area.
- 8.35 The nearby Llanishen and Lisvane Sites of Special Scientific Interest (SSSI) are located approximately 0.3km from the application site. Following environmental assessment, it was found that the likely impacts would be limited to dust, noise, hydrological and increased recreation, resulting in a minor-moderate significance. It is considered that these impacts can be suitably controlled through conditions and, in respect of noise, are also covered under separate legislation. It is noted that neither the Council's Ecologist or Natural Resources Wales object on these grounds. The Habitats Regulations Assessment (HRA) found that the proposed development will not have a likely significant effect on the eight international sites considered and therefore, a full Appropriate Assessment (AA) under the Habitats Regulations, would not be required.
- 8.36 The Environmental Impact Assessment (EIA) found that there would be a moderate adverse level of significance to the Llwyn-y-Pia Marsh Site of Importance for Nature Conservation (SINC) and the Nant Ty Draw SINC where

the spine road passes through the sites. However, it also recognises that, with mitigation and enhancement, including an ecological management plan to be agreed, that biodiversity can increase post-development.

- 8.37 In concluding, the EIA states that there is no evidence to suggest that the proposed development will lead to a significant impact upon any known protected species or ecological features. It is considered that the amended proposals accord with the provisions of LDP Policies EN5 (Designated Sites), EN6 (Ecological Networks and Features of Importance for Biodiversity) and EN7 (Priority Habitats and Species).

The Provision of Open Space

- 8.38 The provision of sufficient and satisfactory open space within new housing developments is essential for encouraging a healthy lifestyle through provision of areas for sport and recreation, improving quality of life, protecting nature conservation, and creating opportunities for the development of sustainable drainage systems (SUDS).
- 8.39 Sport and recreation objectives in PPW8 include the promotion of more *“sustainable patterns of development by creating and maintaining networks of facilities and open spaces in places well served by sustainable means of travel; ensuring that everyone has 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 areas attractive places to live, work and visit”* (paragraph 11.1.3). PPW8 also places a duty on Local Planning Authorities to ensure that adequate land is made available for formal and informal sport and recreation (paragraph 11.1.10), which should form integral components of new developments (paragraph 11.2.6).
- 8.40 LDP Policy KP4 states that, in addition to providing important links for wildlife, multi-functional and connected green open spaces form strategically important links to the surrounding area for people, and open spaces for sports, recreation and play. Policy KP2(F) identifies that a minimum provision of 26 Ha open space, including 13 Ha of formal recreation, playground provision, a teen facility and off-site contribution, and allotments are necessary to support the development of the Strategic Site.
- 8.41 The Operational Manager, Parks and Sport Services is satisfied, having undertaken his own assessment, that the quantum of open space provision meets the overall open space requirement based on the projected population. Approximately 8.2 Ha is being provided which equates to approximately 31.5% of the required open space provision for the whole Strategic Site.
- 8.42 The illustrative masterplan indicates that 3 no. junior football pitches and one cricket pitch could be provided within the formal open space provision. Further analysis has established that a full size pitch could be accommodated east of the proposed primary school, instead of one of the junior pitches. This would be a matter for detailed design in consultation with Parks Services during the consideration of reserved matters.

- 8.43 It has been confirmed that the formal recreation provision will be free from flooding except in a 1 in 30 year event. This satisfies Parks Services that the pitches will be usable, except in extreme events. It is recognised that drainage of the pitches will be dependent upon detailed considerations including the composition of the topsoil and the drainage infrastructure installed. It is noted that filter drains and/or French drains with storage up to a single 1 in 10 year event in the perimeter of the pitches can take place and utilising perforated pipes could further minimise the risk of waterlogging.
- 8.44 It is noted that the Operational Manager, Parks and Sport Services is satisfied with receiving financial contributions towards a MUGA/teen facility and allotment provision which would be located in the Strategic Site.
- 8.45 Concerning the design of the open space, the provision of a linear park north-south along the stream network is considered to be a strong feature of the application which is consistent with the masterplanning principles and Policy KP2(F). The enhanced east-west open space corridors are also welcomed, with the southern corridor north of Corpus Christi High School providing an important connection which allows for future recreational routes to be created between the Llanishen and Lisvane Reservoirs and Nant Fawr corridor to the southwest and the wider Strategic Site and countryside to the north. This is considered to be consistent with the aims of LDP Policies EN4 (River Corridors) and T8 (Recreational Routes) in that the application makes satisfactory provision for future east-west connections, including the continuation of this strategically important recreational route.
- 8.46 It is considered that the application is consistent with the schematic framework for Strategic Site F. It is considered that relevant conditions can be attached to ensure that the detailed design of the open space will create welcoming, attractive environments for recreation and amenity purposes.
- 8.47 Although no changing rooms serving the sports pitches are provided within the application, the potential exists for a proportion of the agreed financial contribution for community facilities provision to be partly directed towards the funding of changing facilities, subject to further discussion between relevant parties.
- 8.48 The provision of 2 no. play areas (1 no. LEAP and 1 no. NEAP) comprising a total of 1,400 square metres in centrally-located positions within the open space are welcomed as they have the potential to cater for a range of ages. It is recognised that the design and layout of these spaces, and the need to ensure a satisfactory safe relationship with attenuation ponds and watercourses, are matters for future consideration.

Landscape & Visual Impact

- 8.49 PPW8 recognises that trees and hedgerows are an important resource, both as a wildlife habitat and in terms of their contribution to landscape character and beauty and should be protected where they have natural heritage value or

where they contribute to the character or amenity of a particular locality (paragraph 5.2.9).

- 8.50 The LDP makes it clear that development that causes unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage, or that contributes significantly to mitigating the effects of climate change, will not be permitted (Policy EN8).
- 8.51 A tree/hedgerow loss and tree/hedgerow retention plan accompanies the application which confirms the inevitable loss of certain trees and hedgerows, including some small areas of protected woodland, to accommodate development of the scale proposed. This plan confirms that 27 no. trees, 1,241 metres of hedgerow, and 19,114 square metres of woodland and tree groups would be lost, however this is offset by the replacement planting which will include 1,400m of new hedgerow and 21,733 square metres of woodland and groups, with new tree planting also within the built form. It is recognised that the majority of existing trees, woodland and hedgerows would be retained, and the compensatory planting will ensure that an overall net gain of trees, woodlands and hedgerows would occur.
- 8.52 The greatest impact would occur in the northern part of the site where the spine road will conflict with existing woodland. It is considered that, subject to relevant conditions requiring full surveys, arboricultural assessment and protection plans, these impacts can be satisfactorily mitigated.
- 8.53 It is noted that ecotones will be provided at various locations to provide a buffer with built development. This is welcomed.
- 8.54 The EIA identifies that significant adverse effects on visual amenity will be likely to be experienced by residents of properties within and adjoining the site boundaries (e.g. Brook Cottage, Church House Farm, and properties on Maerdy Lane, St. Mellons Road, Rudry Road and Lwyn-y-Pia Road). The occupiers of Lisvane Cattery north of the M4 would also experience significant adverse effects. The EIA also recognises that significant adverse effects will also be experienced by users of sections of public rights of way passing through the site or close to it (e.g. 14 Lisvane, 13 Lisvane, 28 Lisvane and 15 Lisvane) as well as users of Cefn Mably Road. Non-significant adverse effects will be likely to be experienced by occupiers of other resident's properties and users of the wider public right of way and road network.
- 8.55 The cumulative effects of the development on visual amenity have been assessed in combination with other sites in the locality which are at various stages in the process; Cefn Mably Road, St. Edeyrn's Village (Strategic Site G), Church Road (Strategic Site G), and the whole of Strategic Site F. The assessment concluded that if the first three of these four sites were constructed in addition to the application before Members, then there would either be no increase in the significance of effects when compared to consideration of the application site alone or that the cumulative effects are unlikely to be significant in EIA terms.

- 8.56 By way of mitigation, the parameter plans forming part of the application include mitigation measures to address these impacts, and further mitigation can be achieved through additional planting of trees and hedgerows, which can be agreed through conditions and subsequent reserved matters. The application proposes a net increase in hedgerow provision across the site.
- 8.57 It is noted that the public rights of way routes will be retained within the development, although the visual impacts would inevitably change. Some route will require diversion. It is noted that significant lengths of publicly accessible pedestrian routes would be provided within the green corridors across the site. These new routes are welcomed.

Archaeology & Heritage

- 8.58 It is noted that Glamorgan Gwent Archaeological Trust considers that archaeological mitigation will be required to ensure that assets will be protected during development, particularly Maerdy Farm and Maes y Llan and land management features such as early roads and hedgerows. They note that a buffer area has been retained to the east of St. Denys Church, Lisvane. They concur with the conclusions in the Environmental Impact Assessment that, whilst some moderate to major adverse impacts could occur without mitigation, they agree that mitigation through appropriate measures will reduce the level of impact to a satisfactory level. They recommend, through condition (as recommended by Welsh Office Circular 60/96, Section 23), that a programme of archaeological investigation is implemented throughout the development process.
- 8.59 Whilst there are no listed buildings within the application site, four such buildings do exist in close proximity to the site boundary, namely Panteg Cottage, St. Mellon's Road, St. Denys Church, and Carn Ingli and Cerrig Llwyd, Lisvane Road. LDP Policy KP17 confirms that such assets which positively contribute to the distinctiveness of the city will be protected, managed and enhanced. Mindful of the separation distances between these buildings and the application site, together with existing tree and woodland screening and open space buffers, it is not considered that the application will cause harm to the setting of these buildings. It is recognised that the future detailed design of the development will provide further opportunity to ensure that any impacts are effectively mitigated.
- 8.60 The EIA identified no adverse impacts greater than Moderate Adverse impact significance, given that no designated heritage assets are located within the site and no such assets will be physically affected by development. Assessment of potential development impacts on the settings of designated heritage assets in the wider vicinity of the site has identified no non-physical development impacts of greater than Moderate Adverse significance.

Socio Economic Impacts & Community Benefit

- 8.61 PPW8 advises that new housing developments, especially those on a significant scale, should be well-integrated with and connected to existing or new mixed uses and community facilities (paragraph 9.3.1). Such integration

encourages a sustainable form of development which reduces the need to travel by private car.

- 8.62 The creation of sustainable neighbourhoods is a key objective in the recently adopted LDP. Policy KP13 aims to secure the provision of sustainable communities through providing a range of dwelling sizes, types and affordability, encouraging the provision of a full range of social, health, leisure and education facilities and community infrastructure that are easily accessible to all by walking, cycling and public transport, enhancing communities by promoting social interaction and cohesion and equality of access, and designing out crime and creating safer communities.
- 8.63 PPW8 advises that Local Planning Authorities should promote make appropriate provision for affordable housing (paragraph 9.1.2) and a reasonable mix and balance of house types and sizes should be provided so as to cater for a range of housing needs (9.2.15). The Design and Access Statement states that *“an element of affordable housing will be provided within the development in a series of clusters”* (paragraph 4.4).
- 8.64 LDP Policy H3 confirms that the Council's expectation is that major developments on greenfield sites achieve 30% provision, to be provided on-site unless there are exceptional circumstances. Paragraph 5.11 supporting this policy recognises that each contribution will depend on a scheme's capacity for provision. It recognises that the exact contribution will be a matter for negotiation between the Council and the applicant. Where agreement cannot be reached, an independent assessment will be commissioned.
- 8.65 An independent assessment into the scheme's viability has been undertaken and, following further negotiations, being mindful of the other contributions which are necessary to make the scheme acceptable, an affordable housing contribution of 30% has been agreed. A summary of this contribution is provided in the Section 106 heads of terms in Section 9.
- 8.66 In addition to the provision of affordable housing, effective regeneration can be achieved through fostering integrated communities by promoting mixed use development, comprising appropriate combinations of employment, retailing, education, leisure and recreation uses and open space (PPW8 paragraph 4.6.2).
- 8.67 The application includes the provision of a two-form entry primary school, one of three new primary schools required across the Strategic Site to meet the needs of the future population (Policy KP2(F)). This inclusion is welcomed and its centrally-located position within the application site is likely to encourage walking and cycling. The design and layout of the school is reserved for future consideration through reserved matters and will develop in consultation with the Council's Schools Service.
- 8.68 In addition to the on-site provision of a primary school, financial contributions of an appropriate scale towards secondary school provision have been negotiated with the applicant and will be secured through the completion of a Section 106

Agreement. The phasing and delivery of these education contributions, both on-site and off-site will be set out in the Agreement. It is considered that the on-site provision of the primary school and the off-site contributions towards secondary provision on the Strategic Site ensures the application complies with the requirements of schools provision in Policy C7.

- 8.69 The application does not include the provision of community facilities within the village centre, rather, the applicant has agreed to a financial contribution towards provision in the wider Strategic Site. A financial contribution is supported by the Operational Manager, Neighbourhood Regeneration and is requested in accordance with the Council's Supplementary Planning Guidance. It is considered that this contribution satisfies the provisions of Policy C1.
- 8.70 In respect of health provision, PPW8 advises that "*health considerations can be material considerations in determining planning applications*" (paragraph 12.13.8). Policy C6 states that priority will be given in new developments to reducing health inequalities and encouraging healthy lifestyles through identifying sites for accessible new health facilities and ensuring that they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety. Policy KP2(F) identifies the need for a primary care facility within the Strategic Site.
- 8.71 Whilst no on-site health facility is included within this application, the supporting text recognises that not all new developments will be able to identify land for health facilities and this largely depends on the scale of development and will be applied flexibly as a result (paragraph 5.344). It is considered that the new primary care facility required under KP2(F) would most appropriately be located within the Strategic Site's District Centre, which is shown to be centrally located on the schematic framework. This would ensure it is easily accessible to the whole Strategic Site. It should be noted that this approach does not rule out the possibility of appropriate forms of health care appearing in the mixed use village centre within the application site.
- 8.72 Policies KP14 and C6 highlight the important role that a well-connected urban environment with accessible and usable green spaces plays in promoting healthy lifestyles. The illustrative masterplan and parameter plans confirm that the application will deliver a network of connected green spaces which would be easily accessible to future residents, together with the provision of a centrally located local centre and a comprehensive network of walking and cycling routes. Taken together, they are considered as reasons to be confident that the development will encourage active travel and encourage a healthy lifestyle.
- 8.73 The inclusion of the mixed use village centre is consistent with the schematic framework attached to Policy KP2(F), however it needs to be considered against Policy R7. It is noted that, at this outline stage, limited information is available on the size of units and the mix of uses that will occupy the centre. It is considered that an appropriate condition requiring these details be agreed prior to the approval of the relevant reserved matters application will be necessary to ensure an appropriate mix of different uses. Policy R7 confirms that retail

provision will be supported within strategic sites provided it is of an appropriate scale, will not negatively impact upon the vitality and viability of designated centres, is located along public transport corridors and is easily accessible by walking and cycling, and is part of a planned centre which reinforces a sense of place. It is considered that the proposed village centre within the application, subject to relevant conditions, can satisfy these requirements.

- 8.74 It should be noted that the supporting text to Policy R7 recognises that retail facilities within Strategic Sites need to be provided close to where people live to meet every day needs, and such facilities often include a range of small shops, small supermarkets, newsagents and food and drink outlets.
- 8.75 The development has the potential to bring economic benefits through job creation during the construction phase, an increase in the supply of labour, and increased expenditure by future residents. These are likely to result in economic benefits at the local and city-wide level.

Pollution Considerations

- 8.76 In respect of land contamination, it is noted that the application site comprises a greenfield site currently used for agricultural purposes and also occupied by areas of woodland and other vegetation. In this respect the Operational Manager, Contaminated Land, acknowledges that the presence of unacceptable levels of contamination are unlikely and he recommends relevant conditions in the event that permission is granted.
- 8.77 Road traffic noise is the greatest likely source of noise pollution for this application. The Environmental Statement identifies that mitigation may be necessary in the northern part of the site, possibly due to the location of the M4 motorway north of the site. Following consultation with the Council's Environmental Health (Noise & Air) Team, it is considered that a relevant condition requiring the northern phase of the development to comply with accepted levels would provide adequate mitigation. It is recognised that the detailed design of the development, including layout and orientation of buildings and positioning of habitable rooms presents further opportunities to ensure that any future development would meet accepted thresholds. It is also considered that the impacts of construction noise can be mitigated through a Construction Environment Management Plan (CEMP), to be secured via condition.
- 8.78 It is not considered that the application would have an unacceptable impact due to air pollution levels. The EIA identifies that the implementation of a CEMP will limit the potential construction effects and any residual effects would be temporary in nature, of a small to medium magnitude, and of minor to moderate significance. No objection has been received from the Council's Environmental Health (Noise & Air) Team regarding air pollution. The proposals are therefore considered to be in accordance with Policy EN13 (Air, Noise, Light Pollution and Land Contamination).

Residential Amenity

- 8.79 Policy KP5 requires all new development to ensure no undue effect on the amenity of neighbouring occupiers. The residential element of the application is made in outline with matters relating to appearance, layout, landscaping and scale reserved for subsequent approval.
- 8.80 It is at this subsequent stage that the impact upon existing residents neighbouring the site can be fully assessed. Where relevant, conditions may be attached at this stage, including the requirement to provide details of finished levels to the development and details of opening hours and fume extraction (where relevant) to the commercial premises within the mixed use village centre.

Access, Parking & Circulation

- 8.81 National guidance set out in PPW8 confirms the Government's intention to extend transport choice and secure accessibility in a manner that supports sustainable development by encouraging healthy and sustainable forms of travel and by minimising the need to travel (paragraph 8.1.1). The Government is committed to active travel (paragraph 8.1.2) and improving regional transport (paragraph 8.1.3). Regarding new developments, the Government supports a transport hierarchy that prioritises walking and cycling, followed by public transport above the private car (paragraph 8.1.4).
- 8.82 In accordance with national planning policy, Cardiff's LDP seeks to deliver sustainable transportation solutions by minimising travel demand, increasing the uses of sustainable travel modes and networks, particularly walking and cycling, and reducing reliance on the car. A key target to deliver this sustainable transport strategy is to achieve a 50:50 mode split between journeys by car and non-car modes (Policy KP8).
- 8.83 The masterplanning principles guiding major development include the provision of dedicated sustainable transport corridors including provision for public transport, cycling and walking which form key elements of the overall masterplan and link effectively into the wider network. Another key principle is the provision of attractive, practical and convenient walking, cycling, and public transport options (Policy KP4).
- 8.84 The provision of bus-based rapid transit corridors through the North East Cardiff Strategic Site and off-site bus priority measures are considered to be essential/enabling infrastructure to facilitate the development of the Strategic Site (Policy KP2(F)).
- 8.85 The provision of a spine road through the application site from Llwyn-y-Pia Road in the north to the southern junction with Ty Draw Road and Pentwyn Road includes 3 no. spurs which will facilitate links to the wider Strategic Site at a future point. The 6.3 metre wide (minimum) spine road has been specifically designed to accommodate two-way bus travel and its alignment and points of connection are considered to be consistent with the schematic framework attached to Policy KP2(F). At the southern end of the site, a bus lane measuring

approximately 240 metres is proposed to ensure bus movements are prioritised over the car. Officers do not consider that a dedicated bus lane is required along the full length of this spine road as they are unlikely to be held in traffic for significant long periods on the remainder of this road. A scheme of off-site bus priority works is proposed further east along Pentwyn Road to provide a new bus priority route to the A48. This scheme has been accepted in principle by Council Transportation Officers, and will be subject to further detailed design.

- 8.86 The application includes the retention of St. Mellon's Road in the short/medium term for through traffic to reduce pressure at the new southern junction onto Pentwyn Road. In the longer term the Council will assess the need to retain this route for two-way bus travel, cyclists and pedestrians. The schematic framework for Strategic Site F indicates the retention of St. Mellon's Road for this purpose. The amended plans replace the roundabout with a 'French Square' design to this junction, which is one of the key nodes identified in the Design and Access Statement. The amendment does not prevent the future use of St. Mellon's Road by buses.
- 8.87 In addition to enhanced public transport provision, the creation of safe, attractive, accessible walking and cycling routes are considered to be vital to achieving the target of a 50:50 mode split between car and non-car travel. Aside from reducing car usage, active travel options such as walking and cycling has the added benefit of encouraging a healthy lifestyle (Policy KP14). The provision of safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including local centres and schools is regarded as essential/enabling infrastructure for the development of the North East Cardiff Strategic Site (Policies KP2(F) and T1).
- 8.88 The application makes provision for dedicated cycling routes along the entire length of the spine road, with priority given to cycling at key junctions. This provision is considered to make cycling an attractive option for future occupiers of the site as the potential for conflict with vehicles and pedestrians is significantly reduced. These dedicated routes continue to the site boundary with other parts of the strategic site to facilitate the development of a strategic cycling network across the whole Strategic Site.
- 8.89 In addition to dedicated cycling routes within the highway, other important routes are also proposed within the strategic open space corridors, as well as a shared surface through the mixed use village centre and the creation of a shared surface along Maerdy Lane, which will provide an important link to the existing Lisvane village centre. It is considered that the amended proposals provide a wide range of routes for different cycling needs which will encourage more trips to be made by bike.
- 8.90 The segregation of cycling and walking along the majority of the spine road, together with the centrally-positioned mixed use village centre and primary school, is considered to make walking an attractive transport option for internal trips. The connections east-west through the village centre, the provision of shared recreational routes through the open space corridors, and the shared connection along Maerdy Lane linking to Lisvane village are considered to be

positive features which have the potential to encourage residents to walk rather than use the car for short trips. In addition, it has been agreed that a bus stop would be located within 400 metres of every dwelling.

- 8.91 Having considered the Transport Assessment received with the application in December 2014, and following the Public Inquiry for the first application ('Churchlands 1' ref 13/02000/DCO), additional information was received to address outstanding matters including background growth taking into account the build Strategic Sites F and G, additional junction modelling at key junctions within and in the vicinity of the site, demonstration of the mode split that will be achieved, further financial contributions to off-site bus priority measures, provision of safety zones where appropriate on the spine road, details on cycle segregation, and the use of shared surfaces in appropriate locations.
- 8.92 In respect of the background growth, the Council's Transportation Officer is now satisfied that the application has satisfactorily considered this issue through 4 scenarios that have been modelled:
- (1) The development with unfettered demand.
 - (2) The development assuming the LDP aspiration of 33% car driver trips, albeit not evidenced as to how this will be achieved.
 - (3) The development plus full build-out of Sites F and G with 24% mode shift in background traffic, but without clarity as to whether the traffic from the development, F or G have been fettered.
 - (4) As above but with 11% mode-shift, with lack of clarity on why the 24% and 11% have been assumed.
- 8.93 This assessment is considered to be acceptable for the purposes of this application, although it is recognised that the demand assumptions for the whole Strategic Site F will need to be revisited when future developments come forward so the full build out of the site can be assessed.
- 8.94 In respect of junction modelling, the submitted results reveal the following:
- (i) Pentwyn Road / Croescadarn Road is shown to operate over capacity during the AM peak, with average queues of up to 68 vehicles and delays of up to 4.5 minutes on Croescadarn Road, although the results suggest that this is similar to the existing situation.
 - (ii) Cyncoed Road / Rhyd-y-Penau Road is shown to operate over capacity during the PM peak and could be significantly worse than the existing, with average queues of up to 64 vehicles on Cyncoed Road.
 - (iii) Church Road / St. Mellon's Road is shown to already be at capacity during the AM peak, and this is predicted to continue to be the case in future without significant mode-shift.
 - (iv) Station Road / Fidlas Road is shown to already operate far in excess of capacity during the AM peak, and this will be exacerbated in future, while the development is shown to also push the junction above capacity during the PM peak with average queues of up to 51 vehicles and delays of up to 11 minutes on Station Road (W).

- 8.95 The Council's Transportation Officers consider that achieving a significant mode shift is required in order to manage the capacity on the road network and, whilst the assessment is considered acceptable for the purpose of this application, the demand assumptions for the whole Strategic Site will need to be revisited when future areas of development come forward.
- 8.96 In respect of mode split, the applicant has provided a 'notional' mode split of 57.4% car, comprising 50% car driver and 7.4% car passenger, has been assumed for the purposes of assessing the application. The Council's Transportation Officers consider that a full package of mitigation would significantly contribute towards encouraging modal shift and hence work towards the Council's aspiration of achieving the 50:50 (33% car driver and 17% car passenger) modal split. The agreed package of mitigation measures is summarised in Section 9 and includes contributions towards bus service provision, rapid bus priority, creation of bus lanes, travel planning and off-site cycle routes.
- 8.97 The EIA identified that there is a negligible effect during construction and in the completed development, on pedestrian environment, cycle environment, hazardous loads, parking and accidents and safety. In every other area of assessment (public transport environment, pedestrian severance, junction delay/driver delay, pedestrian delay, pedestrian amenity, fear and intimidation) there is either an adverse minor, adverse moderate or adverse major effect. It is recognised that the creation of new pedestrian routes and cycle routes, including toucan crossing facilities, new bus routes and on and off-site bus priority measures, upgrading and creating new junctions on the highway, improved connectivity and permeability between existing and future communities, provision of access to green public open space, and the introduction of a Travel Plan and a Construction Environment Management Plan will satisfactorily mitigate these impacts. Given the mitigation the only adverse residual effects of the proposed development are considered to be on junction delay/driver delay and pedestrian delay.
- 8.98 In responding to the objections raised regarding the impact of the development upon Gwern Rhuddi Road, the further information submitted in October 2015 demonstrates that, with the bus lane in place, vehicular queuing will generally occur along the new access road and within the application site. This approach seeks to minimise queuing on external links, including Gwern Rhuddi Road, whilst maintaining unrestricted flow for buses using the new 240 metre bus lane within the application site. It is therefore considered that impacts upon Gwern Rhuddi Road are likely to be minimised.
- 8.99 Regarding the impact of the development upon the junction between Pontfaen and Pentwyn Road, Transportation Officers advise that a yellow box junction could be considered under the scheme of highway improvements at the junction of Ty Draw Road and Pentwyn Road if it is deemed to be necessary and appropriate. The concerns of the residents of Pontfaen will be given full consideration through the detailed design process. This will be determined under a separate agreement between the applicant and the Council's Highways Authority.

- 8.100 Regarding concerns expressed over weight limits to existing bridges, the routing of construction traffic would be controlled under a condition requiring the submission and agreement of a Construction Environmental Management Plan (CEMP) before each phase of development commences.
- 8.101 Concerning the objections received to the proposed Llwyn-y-Pia Road priority junction at the north of the application site, the retention of a minimum carriageway width of 6.3 metres will provide for two-way bus movements. Where the new carriageway connects with Llwyn-y-Pia Road, the latter has an existing width of approximately 6 metres and widening on this section will not be possible due to existing constraints. Modelling information provided by the applicant indicates that vehicle queuing will not be significant during peak hours when the highway network is at its busiest and the Council's Transportation Officers accept this position.

Hydrology & Flood Risk

- 8.102 Development proposals should include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change, including sustainable drainage systems to reduce run off (PPW8 paragraph 4.12.3).
- 8.103 The prevention of development that increases flood risk is an important factor mitigating against the impacts of climate change (Policy KP15) and, specifically in respect of the application site, Policy KP2(F) advises against the location of development in the C2 flood zone area forming part of the Nant Glandulais valley.
- 8.104 The application was amended in October 2015 to ensure that built development would be located outside the C2 Flood Zone identified on the Development Advice Maps in Technical Advice Note 15.
- 8.105 The proposed surface water attenuation ponds, one north of St. Mellon's Road and one at the southern entrance to the site, both to be located within the open space provision, will receive run off from the built development and discharge into the Nant Glandulais at greenfield run-off rates. It is considered that the proposed ponds will provide betterment in terms of flooding as they will attenuate up to the 1 in 100 year event with an allowance for climate change of 30%. Discharge into the watercourse will be limited to greenfield run off rate.
- 8.106 It is noted that the proposed measures have been agreed with Natural Resources Wales and modelling for post and pre development scenarios have been agreed. This modelling demonstrates that the application will not be detrimental on site or off-site and is therefore considered to be compliant with the requirements of TAN15.
- 8.107 The design of the attenuation ponds was amended in April 2015 to ensure that the finishes to the headwall use appropriate materials to ensure a visually attractive appearance. It is noted that the Council's Drainage Division is

satisfied with the amended proposals. It is considered that the amended proposals accord with the provisions of Policies EN10 (Water Sensitive Design) and EN14 (Flood Risk).

8.108 In respect of the disposal of foul water, the application includes the construction of a pump station at the southern entrance to the site and rising main that will pump foul flows to a point of connection, agreed with Welsh Water, on Glyn Coed Road, Pentwyn, where Welsh Water advise there is capacity within the existing sewer network to accommodate the flows from the application site.

8.109 It is noted that the EIA hydrology and flood risk chapter concludes that the significance of impacts upon the local water environment can be considered to be minor adverse to negligible.

Third Party Representations

8.110 In response to the objections raised by third parties (summarised in Section 7) which have not already been addressed in this report, I would respond as follows:

- (i) It is considered that there has been a full and proper consultation throughout the application process in accordance with the publicity requirements in the Development Management Procedure (Wales) Order 2012 and the Environmental Impact Assessment Regulations 1999 (as amended);
- (ii) All residents who were consulted on the previous application, or who made representations, were notified of the application;
- (iii) It is considered that the application includes a number of benefits which will improve the quality of life for local residents;
- (iv) The application site does not benefit from a green belt designation;
- (v) It is considered that the development has the potential to safeguard the character of Lisvane village by providing new road infrastructure that reduces traffic through the village;
- (vi) Any resulting impact upon property values is not a material planning consideration;
- (vii) A Construction Environment Management Plan condition is attached to manage the construction phase of development to minimise disruption and inconvenience;
- (viii) The price received for the sale of the land is not a material consideration in the determination of this application;
- (ix) The location of development on the application is considered to be sufficiently accurate to enable interested parties to understand the site;
- (x) The Local Development Plan (LDP) allocates new development on both brownfield and greenfield land. A previous brownfield-only strategy for development under the preparation of a previous LDP was found to be unsound by the Welsh Government;
- (xi) There is no statutory or non-statutory designation protecting a green buffer around Lisvane;

- (xii) The application is making its due open space provision and it is not reasonable to require an over-provision of open space as part of the application to compensate for under provision in Lisvane;
- (xiii) Parking provision for cars and vehicles would be secured via condition. It is a detailed design issue for consideration at reserved matters;
- (xiv) A new motorway junction is not part of the application; the application must be determined on its own merits;
- (xv) The application is not considered to be an overdevelopment of the area. The application is considered to contain a balanced proportion of built development at appropriate densities, together with an acceptable amount of open space provision and other infrastructure works to support the development;
- (xvi) The highway infrastructure forming part of this application will accommodate emergency vehicle access. This will also be a matter for detailed design when residential layouts are assessed under reserved matters;
- (xvii) The children's play provision has been amended from the first 'Churchlands' application (ref: 13/02000/DCO) following negotiation with the Council's Parks and Sports Service to maximise accessibility for the public;
- (xviii) No objections to the application have been received from utility providers.
- (xix) The pumping station will deal with foul drainage only; it is not part of the surface water drainage system nor will it have any impact upon surface water flooding; it will be offered for adoption to DCWW;
- (xx) Natural Resources Wales are responsible for the maintenance of the Nant Glandulais as it is classified as a main river;

Equalities Impact Assessment

8.111 An Equalities Impact Assessment accompanies the application and confirms that inclusive design principles have been considered throughout the development of the proposals. Buildings and environments have been designed to be safe, accessible, convenient, flexible, adaptable, sustainable, legible and usable by everyone. It is recognised that the design of the proposals will need to continue to be developed through subsequent reserved matters in the event that this application is successful. Overall, it is considered that the development would improve the quality and choice of facilities and services available whilst simultaneously increasing the choice of housing available and providing new access and recreation opportunities.

8.112 The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic, over and above any other person.

9. **SECTION 106 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(F), 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: 30% Affordable housing to be provided, 20% on-site and 10% by way of an off-site financial contribution. The tenure split will be 80:20 between Intermediate rent (IR) and low cost home ownership (LCHO), with the LCHO element being offered at 70% of open market value (OMV).
- 9.4 Highways and Transportation: Contributions have been secured towards Cardiff East Park and Ride (£1.07M), Llanishen/Heath Hospital bus (£570K), Travel Planning (£375K), Rapid Bus – Pentwyn Drive (£940K), Bus Lane – Eastern Avenue and Pentwyn Link (£370K), Strategic Cycle Routes (£297K). The combined value of financial contributions is c. £3.6M. Details of phased payments and triggers to be included in S106 agreement.
- 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. Additional financial contribution of £150K towards secondary education. The estimated cost to the developer to provide the land and primary school is c. £8.6M. 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(F) identifies a larger community facility within the district centre planned for strategic site F. As such, a financial contribution of £988.50 per dwelling is sought in lieu of on-site provision, equating to a maximum contribution of £988,500.
- 9.7 Open Space: On site open space including play areas, formal and informal open space, sports pitches and play areas. Significant ecological mitigation is also proposed. Additional off-site contributions towards allotments (£82K) and MUGA (£30K) have been agreed. The total value of the public open space requirements is estimated at £2.2M. Details of future management and maintenance arrangements to be specified within the S106 agreement.
- 9.8 Waste Management: Financial contribution of £60,000.

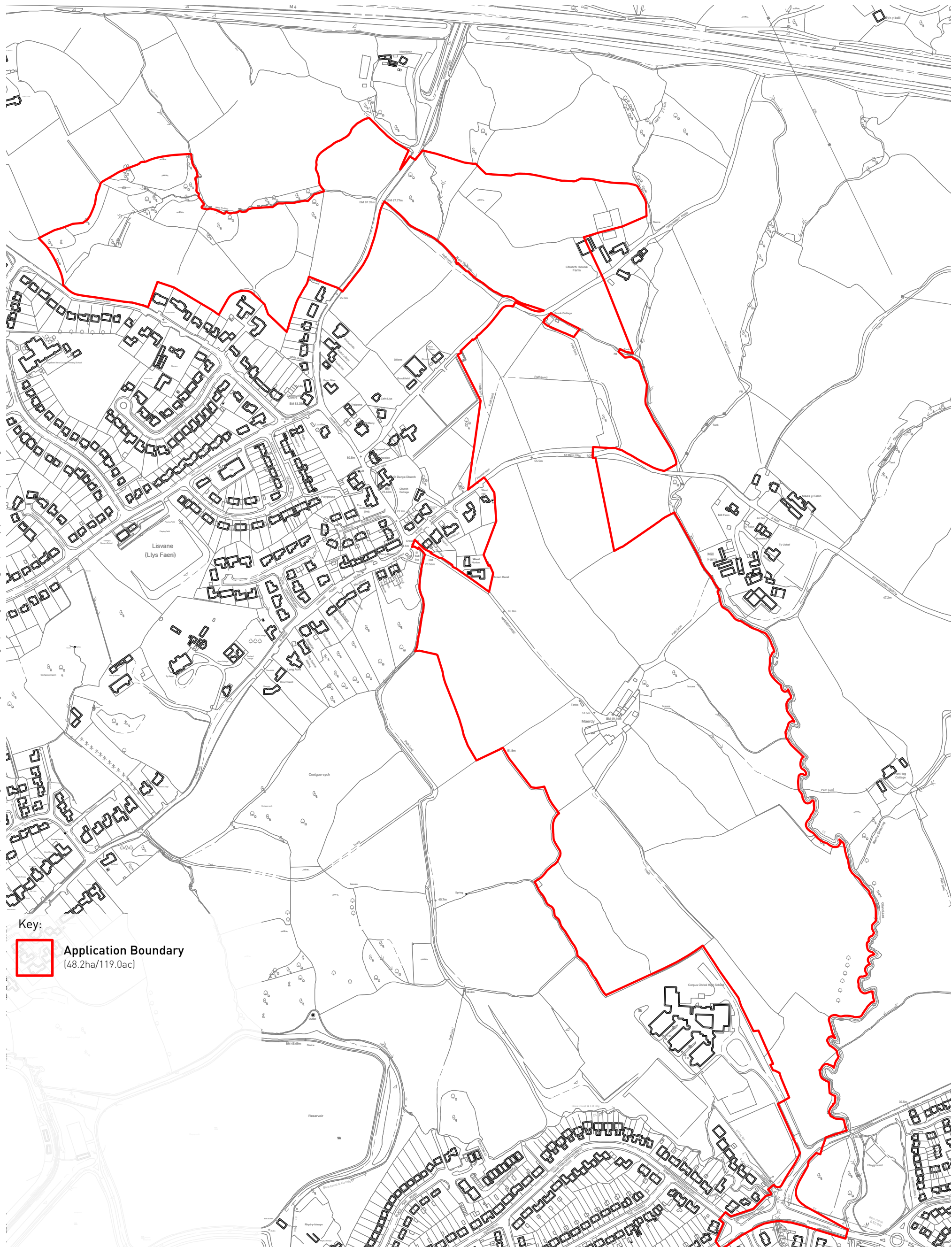
9.9 The estimated cost to deliver the essential, necessary and enabling infrastructure defined above, excluding affordable housing obligations, is in excess of £17M.


9.10 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**

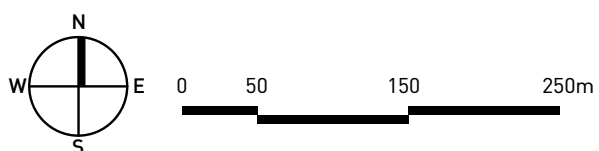
10.1 It is considered that the submitted Environmental Statement (ES) provides a comprehensive assessment of the potential impacts of the proposed development and this has been taken into consideration in the assessment of the application. The conclusions of the submitted ES are considered sound. For 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 set out in the LDP. 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.

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Key:
 Application Boundary
(48.2ha/119.0ac)




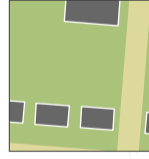
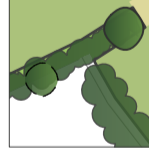


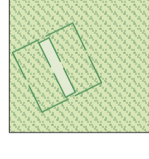

Churchlands, North and East of Lisvane, Cardiff - Application Boundary

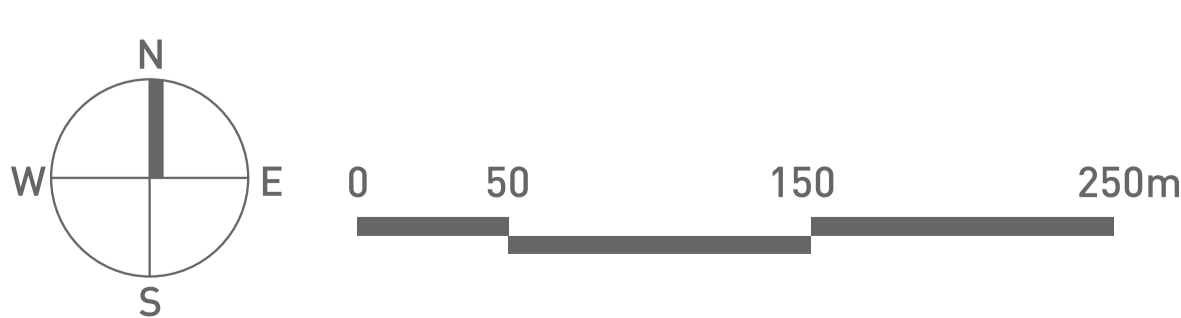


Pegasus
Urban Design

| 1:5000 @ A3 | drwg. R.0281_11G-5 | Client: South Wales Land Developments Ltd |
| Team MCC/EJT | 5th November 2014 | T 01285 641717 | F 01285 642348 | www.pegasuspg.co.uk |



- Key:**
-  Main Street Frontage Dwellings
 -  Key Building Groups along Main Street
 -  'Maerdy Place' Building Group to include non residential uses and primary school
 -  Dwellings Away From Main Street
 -  Existing Trees & Hedgerows to be Retained
 -  Proposed Tree & Hedgerow Planting
 -  Equipped Children's Play Areas
 -  Formal Recreational Pitches
 -  Position for Dormouse Canopy Crossing
 -  Position for Wildlife Friendly Culvert

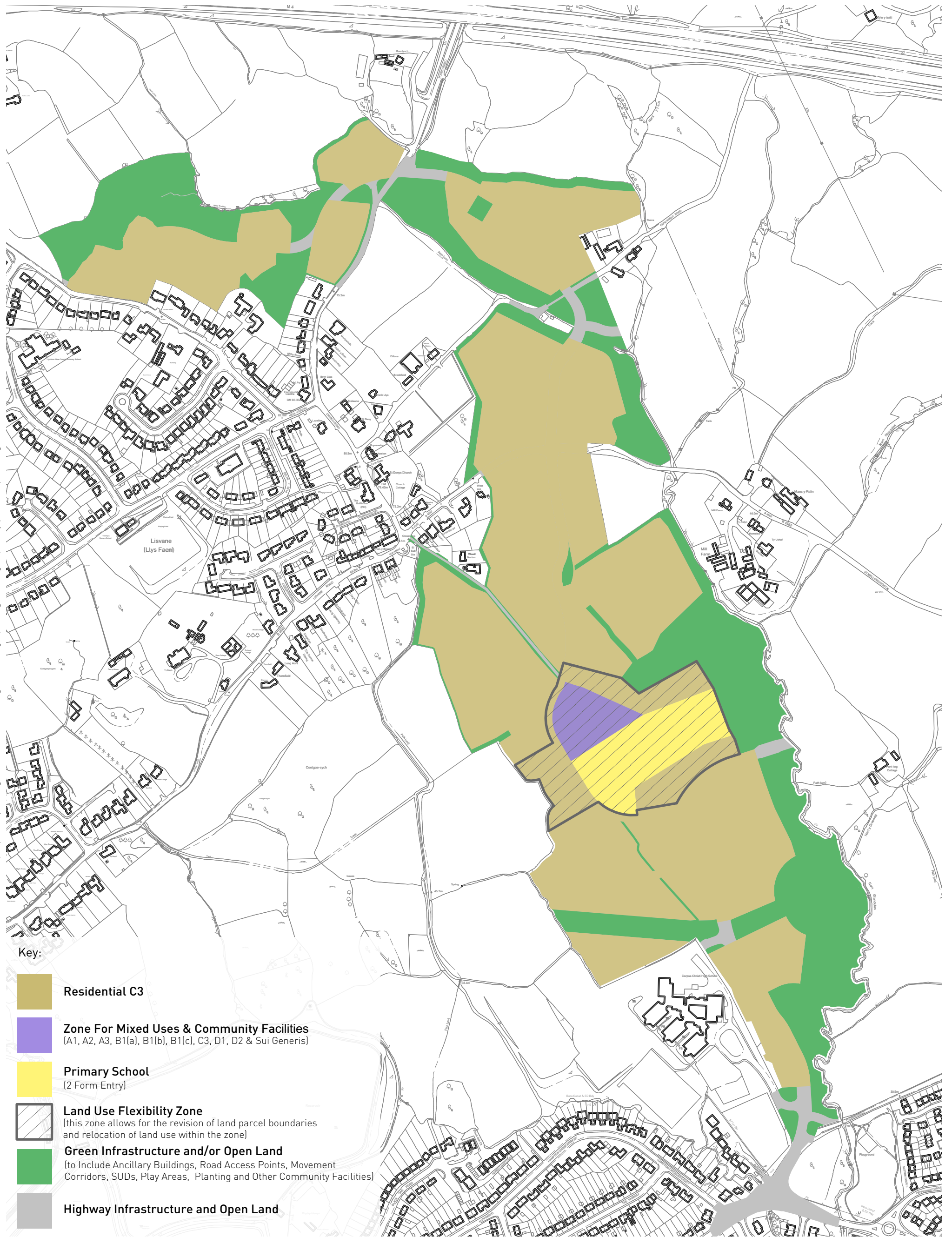


CHURCHLANDS, NORTH AND EAST OF LISVANE, CARDIFF - ILLUSTRATIVE MASTERPLAN









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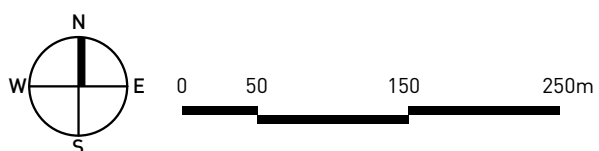
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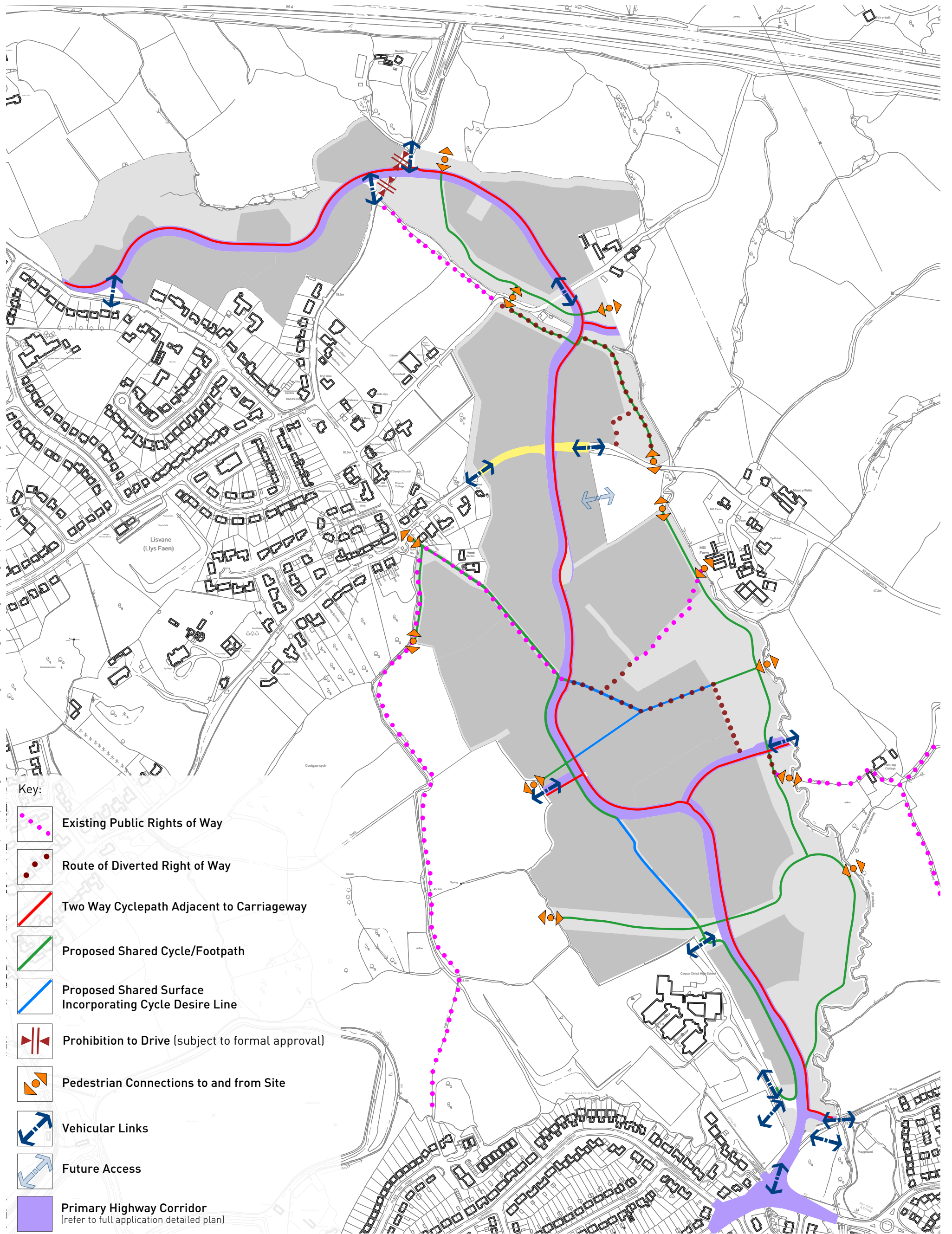
Key:

-  Residential C3
-  Zone For Mixed Uses & Community Facilities
(A1, A2, A3, B1(a), B1(b), B1(c), C3, D1, D2 & Sui Generis)
-  Primary School
(2 Form Entry)
-  Land Use Flexibility Zone
(this zone allows for the revision of land parcel boundaries and relocation of land use within the zone)
-  Green Infrastructure and/or Open Land
(to Include Ancillary Buildings, Road Access Points, Movement Corridors, SUDs, Play Areas, Planting and Other Community Facilities)
-  Highway Infrastructure and Open Land

Churchlands, North and East of Lisvane, Cardiff - Land Use Parameter Plan



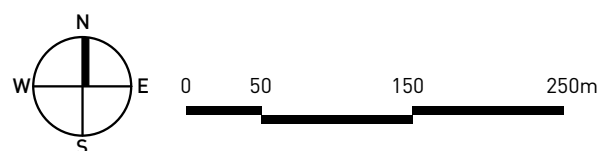
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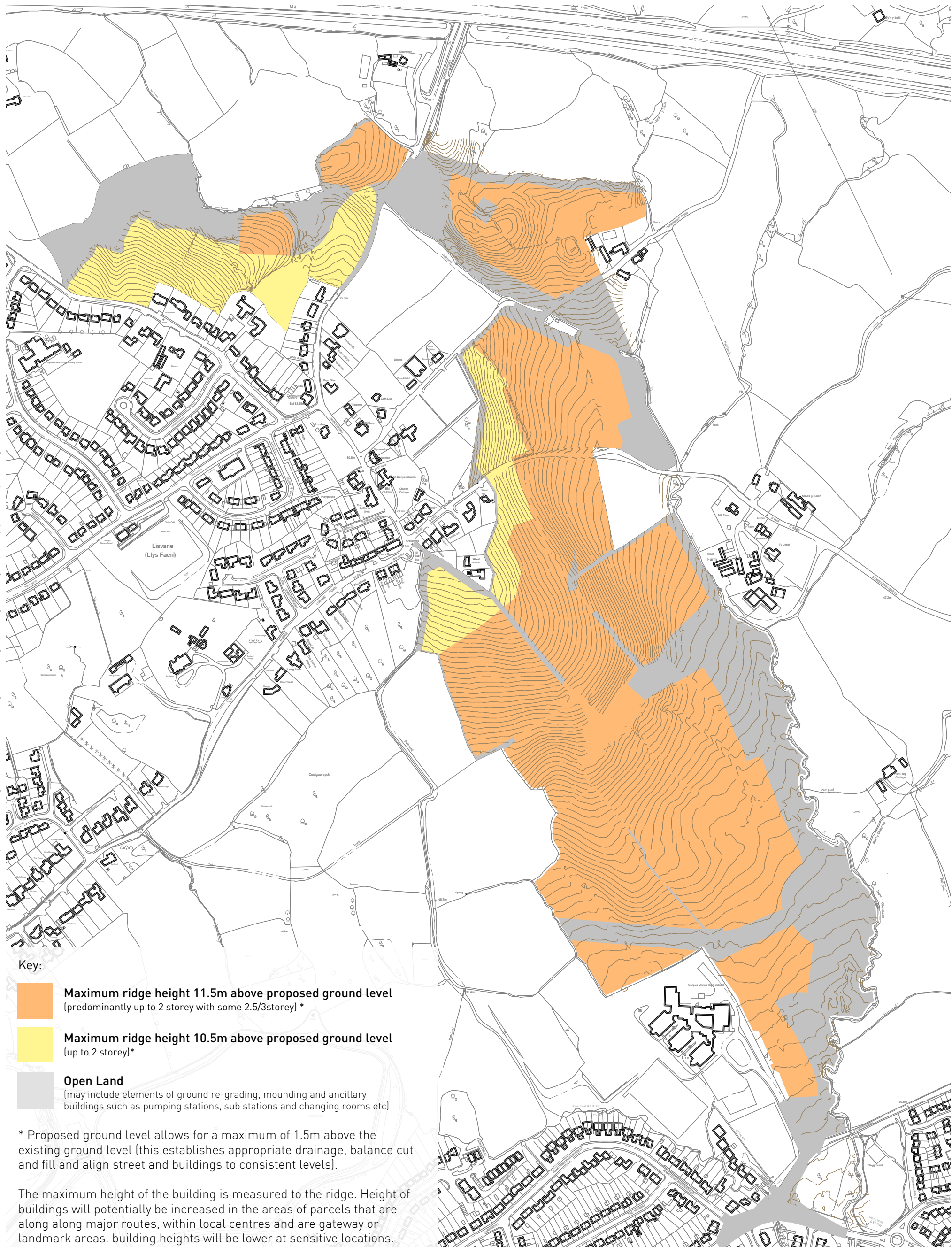
Key:

- Existing Public Rights of Way
- Route of Diverted Right of Way
- Two Way Cyclepath Adjacent to Carriageway
- Proposed Shared Cycle/Footpath
- Proposed Shared Surface Incorporating Cycle Desire Line
- Prohibition to Drive (subject to formal approval)
- Pedestrian Connections to and from Site
- Vehicular Links
- Future Access
- Primary Highway Corridor (refer to full application detailed plan)
- St Mellons Road (to incorporate bus route and cyclepath)

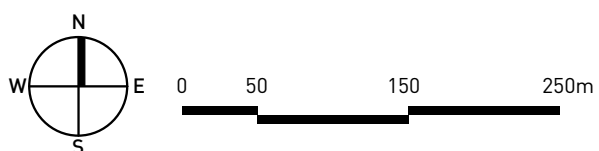
Churchlands, North and East of Lisvane, Cardiff - Access & Movement Parameter Plan



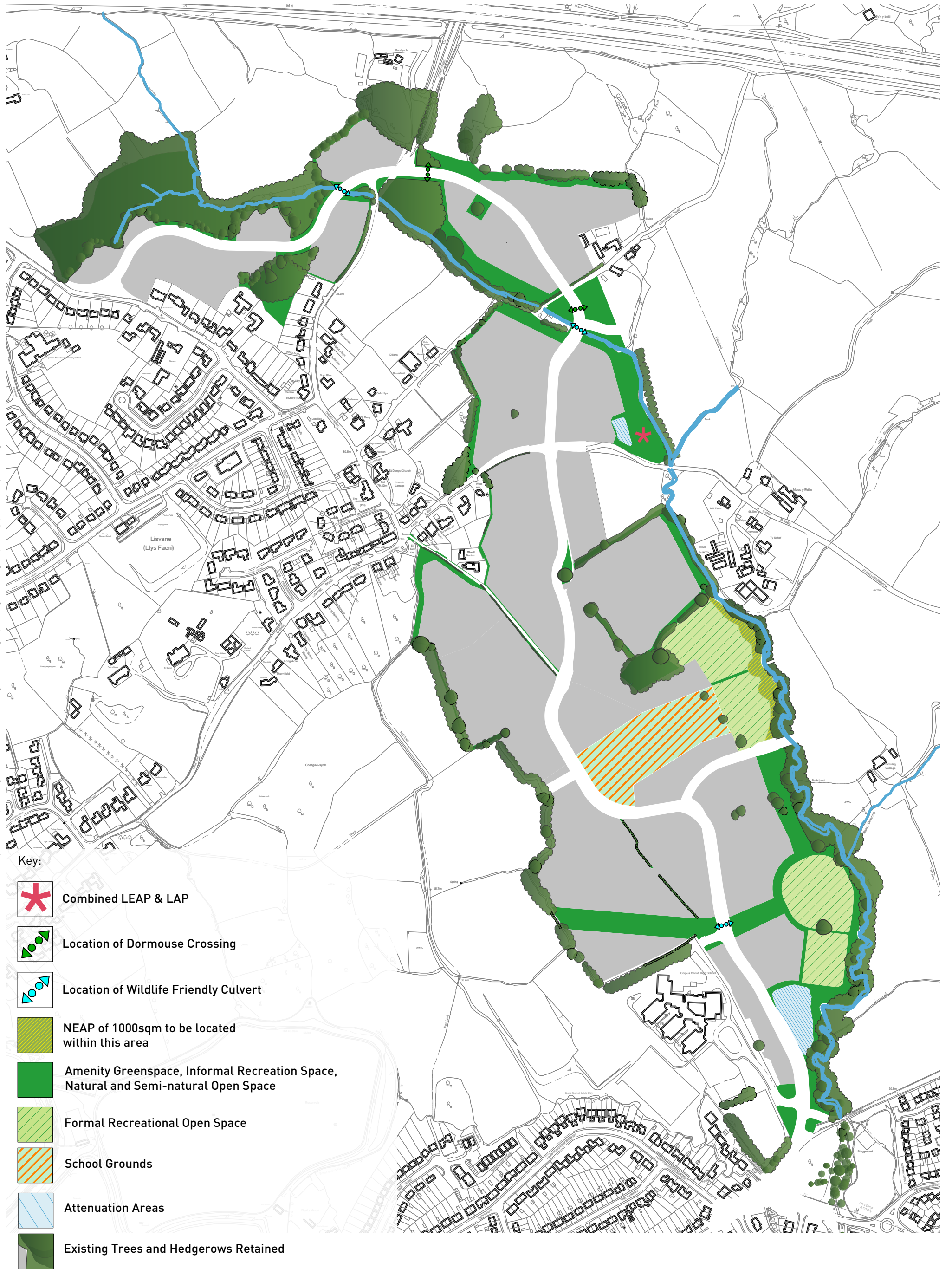
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Churchlands, North and East of Lisvane, Cardiff - Building Heights Parameter Plan

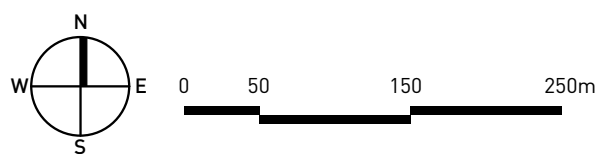


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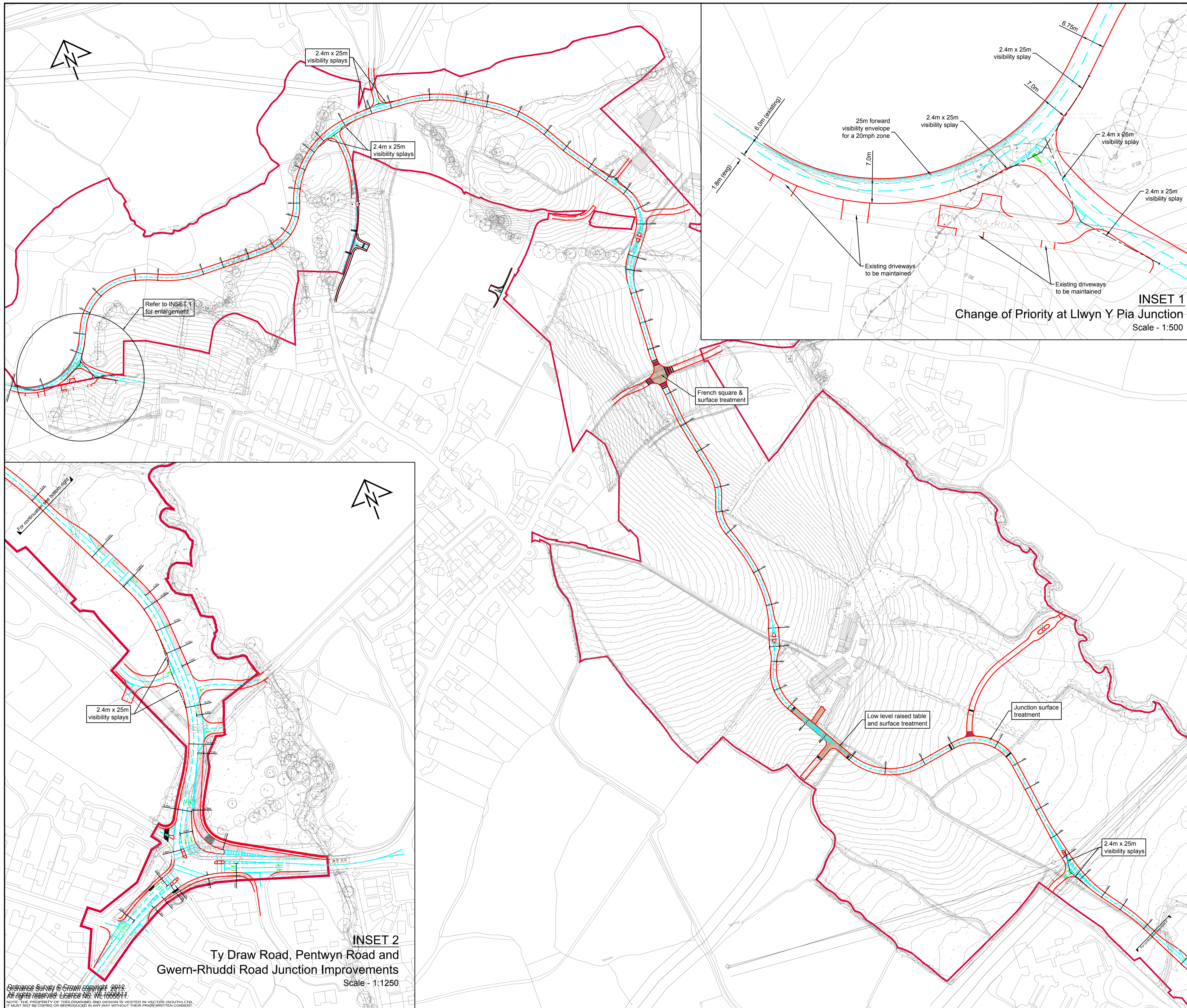
Key:

-  Combined LEAP & LAP
-  Location of Dormouse Crossing
-  Location of Wildlife Friendly Culvert
-  NEAP of 1000sqm to be located within this area
-  Amenity Greenspace, Informal Recreation Space, Natural and Semi-natural Open Space
-  Formal Recreational Open Space
-  School Grounds
-  Attenuation Areas
-  Existing Trees and Hedgerows Retained



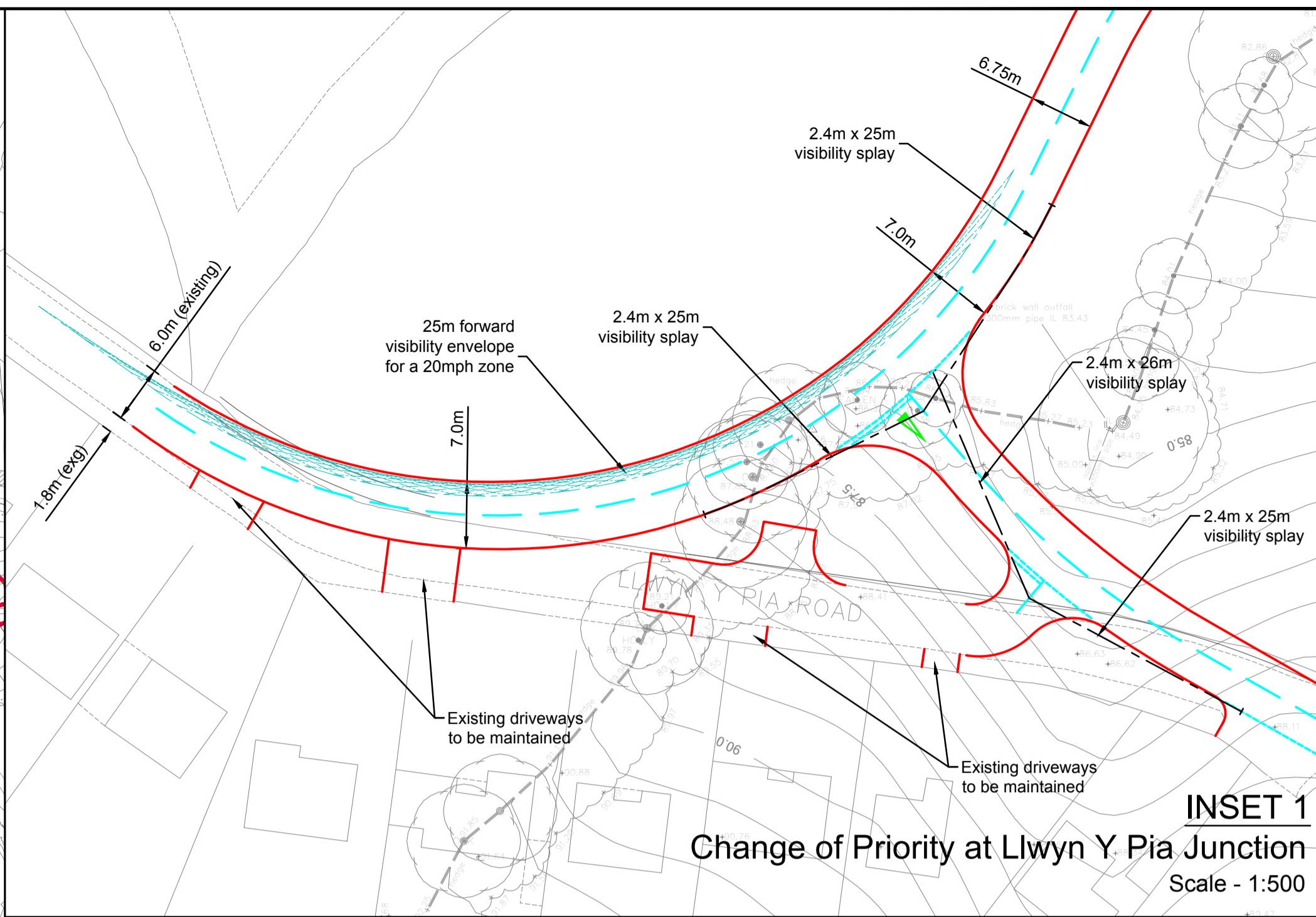
Churchlands, North and East of Lisvane, Cardiff - Green Infrastructure Parameter Plan



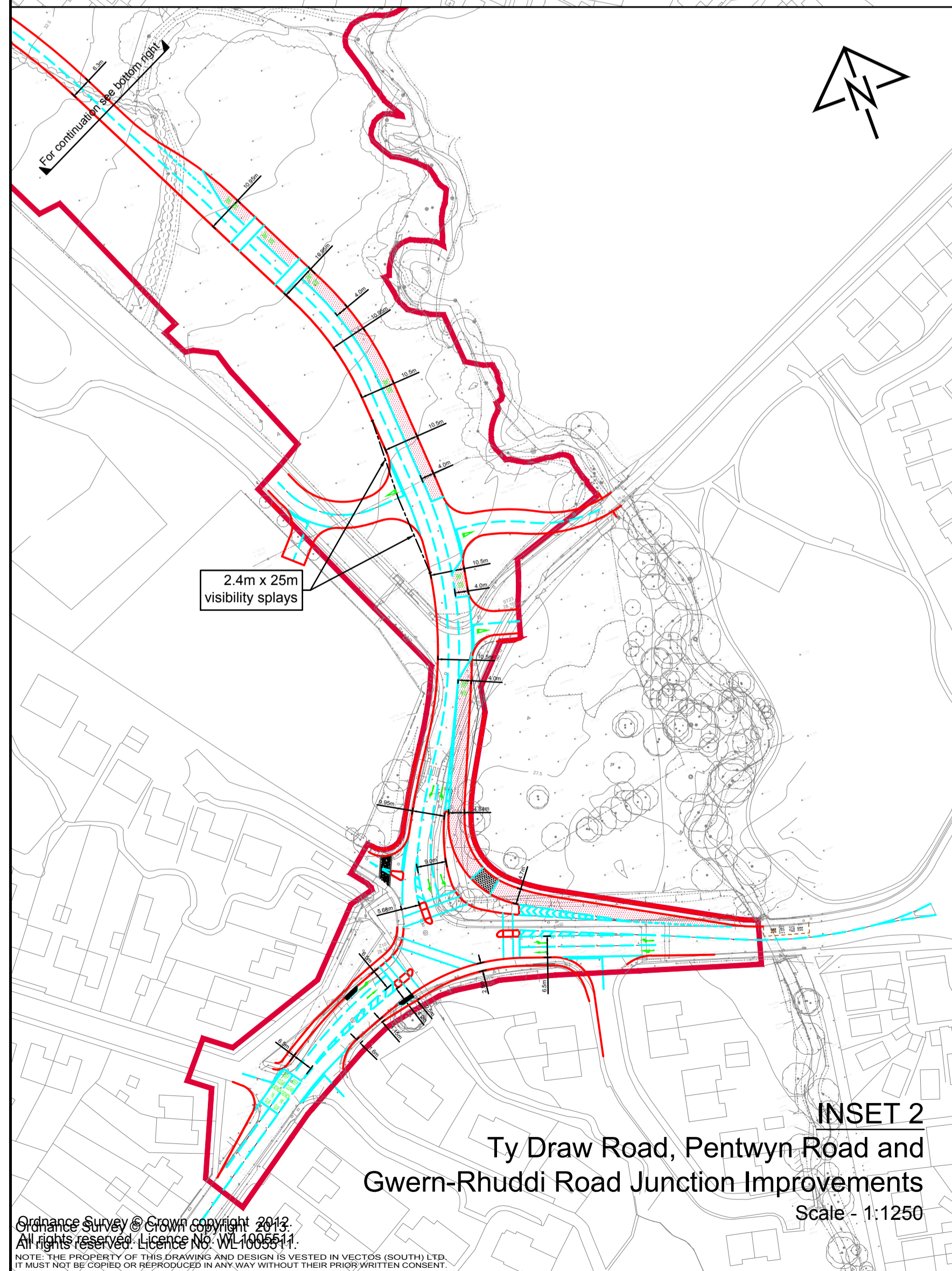


Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.

KEY
 — SITE BOUNDARY



INSET 1
 Change of Priority at Llwyn Y Pia Junction
 Scale - 1:500



INSET 2
 Ty Draw Road, Pentwyn Road and
 Gwern-Rhuddi Road Junction Improvements
 Scale - 1:1250

K	Maerdy Farm access revised.	HE	IS	21.10.15
J	Junction north of school egress removed.	HE	IS	16.10.15
H	Pedestrian refuge on eastern access link moved to east of Maerdy Farm.	HE	IS	13.10.15
G	St Melon's Road and Maerdy Farm carriageway treatments and school egress added.	HE	IS	6.10.15
F	Topographical Survey added.	HE	IS	21.5.15
E	Changes to Ty Draw Road/Pentwyn road junction arrangement.	HE	IS	17.4.15
D	School bus egress removed.	HE	IS	17.2.15
C	Sections of 6.1m carriageway widened to 6.3m.	HE	IS	21.1.15
B	Revised red line.	HE	IS	3.11.14
A	Visibility reviews to 20mph.	HE	IS	23.10.14

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
South Wales Land Developments Ltd

PROJECT:
Churchlands North and East of Lisvane

DRAWING TITLE:
6.3m minimum Internal Link Road Llwyn y Pia Road to Pentwyn Road

SCALES:
1:2000 at A1 (Insets - as shown)

DRAWN:	HE	CHECKED:	MT	DATE:	17.10.13
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10th Floor, Helmont House, Churchill Way, Cardiff CF10 2HE
 t: 02920 720 860 e: enquiries@vectos.co.uk

DRAWING NUMBER: **W120606/B/08** REVISION: **K**

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