

LOCAL MEMBER OBJECTION

COMMITTEE DATE: 14/12/2016

APPLICATION No. **16/00106/MJR** APPLICATION DATE: 03/02/2016

ED: **CREIGAU/ST FAGANS**

APP: TYPE: Outline Planning Permission

APPLICANT: BDW South Wales

LOCATION: GOITRE FACH FARM, LLANTRISANT ROAD, ST FAGANS, CARDIFF, CF5 6JD

PROPOSAL: OUTLINE PLANNING APPLICATION (ALL MATTERS RESERVED APART FROM STRATEGIC VEHICULAR, CYCLE AND PEDESTRIAN ACCESS INTO THE SITE) FOR THE DEMOLITION OF EXISTING BUILDINGS AND RESIDENTIAL DEVELOPMENT OF UP TO 300 DWELLINGS ON SITE TO INCLUDE OPEN SPACE (INCLUDING CHILDREN'S PLAY SPACE), LANDSCAPING. SUSTAINABLE URBAN DRAINAGE, VEHICULAR ACCESS, PEDESTRIAN AND CYCLE ACCESSES AND RELATED INFRASTRUCTURE AND ENGINEERING WORKS

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding legal agreement with the Council under the provisions of **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this Resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in Section 9 of this report, and having taken the Environmental Information in to consideration, planning permission be **GRANTED** subject to the following conditions:

RESERVED MATTERS AND TIME LIMIT

1.
 - A. Prior to the commencement of development on any Reserved Matters site, details of the layout, scale and appearance of the buildings, access (except for the DETAILED HIGHWAY IMPROVEMENT WORKS that are the subject of condition 12) and landscaping (hereinafter called "the reserved matters") for that Reserved Matters site shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out as approved.
 - B. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.
 - C. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of the last of the reserved matters to be approved, whichever is the later.

Reasons: A. In accordance with the provisions of Article (3)1 of the Town and Country Planning (Development Management Procedure) (Wales)

Order 2012. B and C. In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

APPLICATION PLANS AND DOCUMENTS

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

Plans:

- (a) Site Location Plan (drawing no JPW0465-005 Rev B)
- (b) Demolition Plan (drawing no JPW0465-006 Rev B)
- (c) Illustrative Masterplan (drawing no 502 Rev R)
- (d) Land Use and Building Heights Parameter Plan (drawing no 504 Rev J)
- (e) Green Infrastructure and Movement Parameter Plan (drawing no 505 Rev K)
- (f) Proposed Residential Development Main Access Design Signal Junction (drawing no 15-00408 GA02 Rev B)
- (g) Green Infrastructure Plan (drawing no 15022.103 Rev A)

Documents

- (h) Application Form (as revised and signed 15/07/16)
- (i) RPS Covering Letter dated 20/01/16
- (j) RPS Covering Letter dated 15/07/16
- (k) Land at Goitre Fach Farm Parameter Plan Explanatory Text
- (l) Planning Statement (January 2016)
- (m) Planning Statement Addendum (July 20106)
- (n) Revised Design and Access Statement
- (o) Aboricultural Survey (April 2015)
- (p) Utilities Statement (December 2015)
- (q) Site Waste Management Plan (December 2015)
- (r) Operational Waste Appraisal (January 2015)
- (s) Energy Statement
- (t) Environmental Statement and Non-Technical Summary (January 2016)
- (u) Environmental Statement Addendum and Non-Technical Summary Addendum (July 2016)

Reason: For the avoidance of doubt.

RESERVED MATTERS PLANS

3. Subject to the provisions of condition 29 (DWELLING LIMIT), condition 30 (MAIN STREET CROSS SECTION) and condition 31 (ECO TONE AND NORTH SOUTH GREEN CORRIDOR), condition 32(WATER MAIN EASEMENT) and condition 33 (KICK ABOUT AREA) and with the exception of the pumping station and position of the roads and associated block structure and privacy distances proposed, details in relation to the reserved matters submitted to the Local Planning Authority shall accord with the following approved plans and document:

- (a) Site Location Plan (drawing no JPW0465-005 Rev B)
- (b) Demolition Plan (drawing no JPW0465-006 Rev B)

- (c) Land Use and Building Heights Parameter Plan (drawing no 504 Rev J)
- (d) Green Infrastructure and Movement Parameter Plan (drawing no 505 Rev K)
- (e) Proposed Residential Development Main Access Design Signal Junction (drawing no 15-00408 GA02 Rev B)
- (f) Land at Goitre Fach Farm Parameter Plan Explanatory Text
- (g) Built Form Design Principles set out on p. 18 of the Revised Design and Access Statement
- (h) The street hierarchy and sections set out on pp. 29, 40 – 43 of the Revised Design and Access Statement

and shall be in broad accordance with the following approved plans and document:

- (i) Illustrative Masterplan (drawing no 502 Rev R)
- (j) Green Infrastructure Plan (drawing no 15022.103 Rev A)
- (k) Revised Design and Access Statement.

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

SECTION 2: CONDITIONS REQUIRING DETAILS TO BE SUBMITTED AS PART OF THE DISCHARGE OF CONDITION 1

ACCESS WITHIN THE SITE AND TO THE REMAINDER OF SITE C

4. Details in relation to the reserved matter ACCESS submitted to the Local Planning Authority in compliance with condition 1 shall include:
 - a) Details showing the position and form of construction of all roads, verges, cycle paths, footpaths and shared surfaces, street lighting and the method of disposal of all surface water drainage there from
 - b) Details of 'safe zones' within shared spaces to protect vulnerable users;
 - c) For any Reserved Matters site that adjoins the boundary of the remainder of Strategic Site C at the point of the proposed 'vehicular link to Plas Dwr' shown on the Green Infrastructure and Movement Parameter Plan (drawing no 505 Rev K) - details of pedestrian, cycle and vehicular access up to the boundary of the application site to serve development beyond the boundary within Strategic Site C and a strategy for their provision. The details shall include cross sections of the highway where it intersects with green corridors, buffers or ecotones and shall also show green infrastructure and lighting proposals.

The development shall be carried out in accordance with the approved details and phasing details required to be submitted and approved under condition 11 (PHASING). Reason: To make provision for satisfactory access and to ensure effective pedestrian, cycle and vehicular links to the wider strategic site.

CAR PARKING

5. Details in relation to the reserved matter LAYOUT submitted to the Local Planning Authority for any Reserved Matters site in compliance with

condition 1 shall include details for the parking of vehicles. No dwelling shall be occupied until the approved parking serving it has been provided and the approved parking shall be retained thereafter and shall not be used for any purpose other than the parking of vehicles. Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic circulating within and passing the site.

CYCLE PARKING

6. Details in relation to the reserved matter LAYOUT submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include details for the provision of secure cycle parking for each residential unit except for dwellings with garages where additional cycle parking will not be required. No dwelling shall be occupied until the approved cycle parking serving it has been provided and the cycle parking shall be retained in perpetuity and shall not be used for any other purpose. Reason: To ensure that adequate provision is made for the secure parking of cycles.

REFUSE

7. Details in relation to the reserved matter LAYOUT submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include the following:
 - a. Details of facilities for the storage of refuse containers for each house and flat, and collection points for refuse collection vehicles
 - b. Vehicle tracking plan(s) which shall demonstrate via swept path analysis that the Council's largest refuse collection vehicle is able to reach within 25m of all dwellings, and enter and exit all roads (including shared surfaces) in a forward gear and that the turning heads are of sufficient size. Where private drives are identified and access for the Council's refuse collection is not suitable, details of collection arrangements must be submitted to and agreed by the Local Planning Authority in writing.

No dwelling shall be occupied until the approved refuse facilities and arrangements serving it have been provided. The approved refuse facilities shall be thereafter retained for future use.

Reason: To secure an orderly form of development, to protect the amenities of the area and because refuse collection vehicles are not permitted to reverse down any roads and must be able to reach within 25m of all dwellings in order for crews to empty bins.

FLOOR AND GROUND LEVELS

8. Details in relation to the reserved matters submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include:
 - (i) details and a plan(s) showing proposed finished floor levels of each dwelling, and existing and proposed ground levels in relation to a fixed datum;
 - (ii) cross section drawings showing the existing and proposed ground levels in relation to a fixed datum for the application site

and the existing ground levels of adjoining land where permission to enter the adjoining land is provided by the landowner of the adjoining land or their Agent;

- (iii) a plan showing proposed gradients of all streets, cycleways and footpaths and shared surfaces in full compliance with DfT Inclusive Mobility Guide and Manual for Streets 1 & 2, except where it can be demonstrated that there is a suitable, alternative route available.

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 and access requirements.

LANDSCAPING RESERVED MATTERS

9. Details in relation to the reserved matter LANDSCAPING submitted to the Local Planning Authority for any Reserved Matters site in compliance with condition 1 shall include the following details:

- (a) Hard landscape works – which shall include proposed finished levels of the site in relation to the existing ground level and proposed floor levels of any dwelling in relation to the existing ground level; means of enclosure and retaining structures; vehicle, cycle and pedestrian access and circulation areas; hard surfacing materials; external lighting including street lights; minor artefacts and structures including litter bins, furniture, play equipment and signs; proposed and existing functional services above and below ground (eg. drainage, power, communications cables, fuel pipelines) and an implementation programme
- (b) A landscaping scheme which shall include proposed finished levels and contours, scaled planting plans/ written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/ densities where appropriate; top soil and subsoil specifications, tree pit sections and plan views showing root available soil volume, planting and aftercare methodology, proposals for remediation work in the event that any element of the landscaping fails and an implementation programme

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

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

PROMOTION OF BIODIVERSITY THROUGH DESIGN

10. Details in relation to the reserved matters submitted for any Reserved Matters site in compliance with condition 1 shall include:

- (i) Details of fences or other forms of enclosure which shall include opportunities to allow the free passage of hedgehogs and other

wildlife. Any walls and or/ fences or other forms of enclosure shall be erected in accordance with the approved details and any subsequent amendments as shall be approved in writing by the Local Planning Authority. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), those walls and/or fences or other means of enclosure shall not thereafter be altered or removed without the prior written approval of the Local Planning Authority.

- (i) Proposals to include new bird and bat roosting opportunities in accordance with the Town and Country Planning Association's 'Biodiversity Positive: Eco-towns Biodiversity Worksheet 2009' and the Bat Conservation Trust's 'Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build 2010'.

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

Reason: To promote biodiversity of the site through design.

SECTION 3: CONDITIONS TO BE DISCHARGED

PHASING

- 11. No reserved matter application shall be approved by the Local Planning Authority and no development shall take place until a phasing schedule for the whole site has been submitted to and approved in writing by the Local Planning Authority. The phasing schedule shall include details of the phasing of the following:
 - (a) demolition of the existing buildings and structures identified on the Demolition Plan (drawing no JPW0465-006 Rev B)
 - (b) the residential units
 - (c) the detailed highway improvement works that are the subject of condition 12 and the landscape scheme for those works that are the subject of condition 21
 - (d) all roads, footpaths, cycle paths and shared surfaces within the site, including the vehicular link up to the site boundary with the wider strategic site at the point shown on the Green Infrastructure and Movement Parameter Plan (drawing no 505Rev K) and pedestrian links up to the site boundary with the wider strategy site to allow access to Coed y Trenches wood
 - (e) Foul and surface water drainage infrastructure
 - (f) Open space and other publicly accessible areas
 - (g) Section 106 triggers

The development shall be carried out in accordance with the approved phasing plan or in accordance with any modification to that phasing plan as may be agreed with the prior written approval of the Local Planning Authority.

Reason: To ensure there is a clear framework for both the progression of the development and for the submission of reserved matters applications so that the development is carried out in a comprehensive, sustainable and coherent manner.

DETAILED HIGHWAY IMPROVEMENT WORKS

12. Subject to the provisions of condition 37 (PROVISION OF ROAD BEFORE OCCUPATION OF DWELLINGS) and notwithstanding the submission of drawing no 15-00408-GA02RevB 'Proposed Residential Development main Access Design Signal Junction', no reserved matters application shall be approved by the Local Planning Authority and no development shall take place until full engineering details of the highway improvement works at the site entrance and along the site frontage have been submitted to and approved in writing by the Local Planning Authority. These works shall include details of the:
- (a) Construction of a new traffic signal controlled junction at the Llantrisant Road / Site Access junction with pedestrian / cycle 'Toucan' crossing facilities on the site access arm and pedestrian 'Puffin' crossing facilities (including infrastructure for upgrading to 'Toucan' in the future) as shown on drawing no. 15-00408-GA02 RevB. These works shall also include the public transport, pedestrian and cycle facilities along Llantrisant Rd, the realignment of the segregated cycle way on Llantrisant Road where it diverts around the existing tree and reconfiguration of the service bay on the access road, together with all associated carriageway, foot/cycleway, street lighting, drainage, Telematics, lining and signage works and associated ducting
 - (b) Construction of a new raised crossing facility on Llantrisant Road (west side) adjacent to the existing Public Right of Way as shown on drawing no. 15-00408-GA02 RevB, to include infrastructure in order that the crossing can be upgraded in the future to a 'Zebra Crossing Facility', including all associated carriageway, foot/cycleway, street lighting, drainage, lining and signage works, including the provision of associated ducting, unless otherwise agreed in writing by the Local Planning Authority.

These works shall be implemented in accordance with the approved details and the phasing plan required to be submitted and approved under condition 11 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site, and the provision of foot/cycle ways and public transport improvements.

PUBLIC ART

13. No reserved matters application shall be approved by the Local Planning Authority until a strategy and timetable for the provision of public art on the whole site has been submitted to and approved in writing by the Local Planning Authority. The approved public art strategy shall be implemented and maintained in accordance with the approved details. Reason: In the interests of creating a quality and legible built environment.

TREES

14. No reserved matters application shall be approved by the Local Planning Authority and no development or site clearance on that Reserved Matters site shall take place until there has been submitted to and

approved in writing by the Local Planning Authority a tree assessment in accordance with BS 5837:2012 for that Reserved Matters site. The tree assessment shall include:

- (a) an Arboricultural Impact Assessment (AIA);
- (b) a plan showing the hedgerows and trees to be retained, removed, relocated and planted;
- (c) an Arboricultural Method Statement (AMS) setting out the methodology that shall 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 for at least two years after its completion; and
- (d) 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 and to protect the arboricultural and ecological resource.

SOILS

15. No reserved matters application shall be approved by the Local Planning Authority and no development or site clearance on that Reserved Matters site shall take place until there has been submitted to and approved in writing by the Local Planning Authority a Soil Resource Survey (SRS) and Soil Resource Plan (SRP) for that Reserved Matters site that shall accord with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (DEFRA 2009). The development shall be carried out in full conformity with the approved SRP unless modifications to the SRP are agreed in writing by the Local Planning Authority.

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

GREEN INFRASTRUCTURE MANAGEMENT STRATEGY

16. No reserved matters application shall be approved by the Local Planning Authority and no development and site clearance shall take place except for demolition until a Green Infrastructure Management Strategy (GIMS) for the delivery, establishment and ongoing management, maintenance and monitoring of green infrastructure for the whole site, for both the establishment phase and long term, has been submitted to and approved in writing by the Local Planning Authority. The GIMS shall accord with the Green Infrastructure and Movement Parameter Plan (drawing no 505 Rev K) and mitigation measures set out in the Environmental Statement and its addendum and shall broadly accord with the Green Infrastructure Plan (drawing no 15022.103 Rev A) and the Revised DAS. The GIMS shall include the following details:

- a) Proposals for the protection, creation, enhancement and

management and maintenance of habitats, including woodlands, hedgerows and trees, grasslands, water features and SuDs, highway trees/verges, and other habitat providing foraging, community and breeding opportunities and phasing of that provision, including a description of the habitats, their desired condition, key indicators to show when the desired condition has been achieved and management operations

- b) As part of a) details shall include: a plan and proposals for the retention, creation and enhancement of between 3ha and 5ha of species-rich grassland in a combination of on and off site areas, proposals for on-site mitigation for reptiles, and proposals to allow wildflowers to develop in green spaces. The off-site areas for grassland mitigation shall be identified by the Council's Sport, Leisure and Culture Service Area
- c) Mitigation and enhancement measures to be delivered for European and other protected species affected by the development. Measures shall include, but shall not be limited to, a contingency for the event that the reptile population exceeds that anticipated, precautionary measures to avoid harm to previously undetected dormice and badgers, and proposals to provide new bird and bat roosting sites
- d) Appropriate scheduling and timing of management and maintenance operations
- e) Proposals for habitat and species monitoring, and updating of the GIMS
- f) A report of an updated badger survey and any necessary mitigation required where badger setts are found on site, and the survey shall be conducted in accordance with a timetable which shall be agreed in writing by the LPA
- g) Treatment for the eradication of any unsuspected invasive species found at the site
- h) A lighting scheme and implementation plan to control light spillage to wildlife corridors and habitats. The scheme shall include, but not be limited to, details of the siting and type of lighting to be used, measures to control light spillage, drawings setting out light spillage in key areas for wildlife, measures to monitor lux levels and remedial action to be undertaken where problems are identified. The scheme shall include cross sections of roads, footpaths and cyclepaths and adjacent properties where they intersect with any identified sensitive receptors and those cross sections shall also show green infrastructure and lighting proposals
- i) Approach to safety of any SuDs features for the general public.
- j) A plan showing areas for adoption by the Council, any statutory undertaker and areas to be maintained by a private management company
- k) Implementation programme.

The approved GIMS, and any subsequent amendments as shall be agreed in writing by the Local Planning Authority, shall be implemented in accordance with the approved details and programme for

implementation. Should monitoring and/or surveys indicate a failure of the mitigation measures or a decline in population or distribution, remedial measures shall be agreed in writing with the Local Planning Authority and shall be implemented as agreed.

Reason: To protect and enhance the Green Infrastructure resource of the site and to protect European Protected Species.

ARCHAEOLOGY AND HISTORIC ENVIRONMENT

17. No reserved matters application shall be approved by the Local Planning Authority and no development shall take place prior to the implementation of a programme of archaeological work and historic building recording for the whole site in accordance with a written scheme of investigation and an implementation timetable which shall be first submitted to and approved in writing by the Local Planning Authority. The programme of work shall be carried out in accordance with the requirements and standards of the written scheme of investigation and implementation timetable.

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

FOUL WATER DRAINAGE SCHEME

18. No reserved matters application shall be approved by the Local Planning Authority and no development shall commence, except for demolition, until a scheme for the disposal of foul water for the whole site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall demonstrate that foul flows from the development hereby approved shall communicate with the public sewer in Clos Parc Radyr at manhole reference ST13791904 unless otherwise agreed with Dwr Cymru Welsh Water. The scheme shall be implemented in accordance with the approved details prior to the occupation of any dwelling and shall be retained for the lifetime of the development.

Reason: To prevent hydraulic overloading of the public sewerage system, protect the health and safety of existing residents, ensure no pollution of or detriment to the environment and to ensure the site can be effectively drained.

SURFACE WATER DRAINAGE SCHEME

19. No reserved matters application shall be approved by the Local Planning Authority and no development shall commence, except for demolition, until a scheme for the disposal of surface water for the whole site has been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall:

- i) incorporate sustainable drainage principles and comply with the requirements of Section 8.3 of TAN 15
- ii) provide information about the design storm return, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution to the receiving infrastructure;

- iii) assess the performance of the proposed surface water drainage system in relation to the impact of a 1 in 100 year return period storm and climate change allowance of +30%;
- iv) demonstrate that surface water runoff from any impermeable surfaces within the proposed development shall be attenuated to greenfield rates
- v) demonstrate that the groundwater level will not encroach within 1m of the underside of any infiltration drainage structures proposed as part of the scheme;
- vi) include details of locations and depths of flooding from the proposed surface water system, along with their exceedance flow routes and proposed method of on-site management
- vii) include cross sections and proposed ground levels in relation to a fixed datum of any areas of controlled flooding proposed as part of the scheme
- viii) include a timetable for its implementation
- ix) provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public body, statutory undertaker or private management company and any other arrangements to secure the operation of the drainage system throughout its lifetime, details of maintenance responsibility and a detailed maintenance schedule.

Before these details are submitted, an assessment of the site potential for supporting infiltration methods of drainage shall be undertaken in accordance with BRE365 methodology including an assessment of the hydrological and hydrogeological context of the development, an updated Hydrological Impact Assessment and an assessment of the existing greenfield run off rates. The assessments shall be carried out in accordance with a written scheme of investigation which shall be first submitted to and approved in writing by the LPA and the results of the assessments shall be submitted to and approved in writing by the LPA. No dwelling shall be occupied until the surface water drainage scheme has been implemented in accordance with the approved details, and the scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that drainage from the development does not cause or exacerbate any adverse condition on the development site, adjoining properties, environment and infrastructure with regard to flood risk.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

20. Prior to the commencement of any site clearance, construction works or development (except for demolition), a Construction Environmental and Management Plan (CEMP) for the whole site shall be first submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with the approved parameter plans and shall be in broad accordance with the Green Infrastructure Plan (drawing no 15022.103 Rev A) and the mitigation measures set out in the Environmental Statement and Environmental Statement Addendum. The CEMP shall include:

- i) an implementation programme

- ii) a Construction Traffic Management Plan, which shall include the following details: identification of the routes that HGV construction vehicles would take and which shall avoid use of St Fagans Level Crossing and comply with Heol Isaf weight restrictions and identification of measures to regulate the routing of HGV construction traffic; times within which traffic can enter and leave the site; times of deliveries, loading and unloading of plant and materials; access to the site for construction traffic; provision and a timetable for delivery of 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 parking of vehicles for contractors, site operatives and visitors and loading and unloading of plant and materials
- iii) details of the storage of plant and materials (including any oils, fuels and chemicals), construction compounds, any temporary facilities for construction / sales staff
- iv) details of site hoardings (including the erection, maintenance, security and any decorative displays) and means of enclosure to prevent unauthorized access during construction
- v) a Dust Management Plan and measures to control the emission of dust and dirt from construction and minimise sediment loading
- vi) Measures to control cementitious materials
- vii) a Site Waste Management Plan for the recycling and/ or disposal of all waste resulting from construction works
- viii) a Construction Drainage Scheme indicating how surface water and land drainage run off will be dealt with to prevent contamination, nuisance, subsidence or flooding to land, buildings, watercourses or highways within the Reserved Matters site, land that is the subject of condition 12 (DETAILED HIGHWAY IMPROVEMENT WORKS) and adjacent land, watercourses and highways during the construction period. The scope of drainage scheme shall include, but not be limited to, the points A – F in NRW's letter of 01/03/2016
- ix) a Green Infrastructure Construction Protection Strategy (GICPS) detailing measures for the protection of the ecological (habitats & protected species), aboricultural, landscape, soil, open space and SuDs resource during clearance and construction, including those existing elements proposed for retention and translocation, and those proposed to be created or enhanced as part of the application. The GICPS shall comply with the approved Aboricultural Impact Assessment, Aboricultural Method Statement and Tree Protection Plan and the approved Soil Resource Survey and Soil Resource Plan for that site/ land and shall include but shall not be limited to:
 - an assessment of the impacts
 - a plan showing green infrastructure to be lost, retained, enhanced, translocated and newly created and its phasing
 - a plan showing protection zones for the ecological (habitats & protected species), aboricultural, landscape, soil, open space

and SUDS resource for the construction phase, which shall include but not be limited to a 10m wide buffer zone alongside all watercourses within and bordering the site and precautionary measures to avoid harm to previously undetected dormice and badgers

- pre-construction checks
 - details of site clearance and construction methods and measures to be taken to minimize the impact of any works
 - phasing / timing of works
 - a lighting scheme, including measures to reduce light spillage from construction onto key habitats and corridors.
- x) List of on-site contacts and their responsibilities and arrangements for ecological site inductions for contractors working on site.

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

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

LANDSCAPE SCHEME FOR DETAILED HIGHWAY IMPROVEMENT WORKS

21. No development of the access and highway works that are the subject of condition 12 (DETAILED HIGHWAY IMPROVEMENT WORKS) shall take place nor any associated removal of trees and hedgerows, until there has been submitted to and approved in writing by the Local Planning Authority a landscaping scheme for those works. The scheme shall include:

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

The landscaping scheme shall demonstrate how planting shall be accommodated to avoid conflict with services. The scheme shall be implemented in accordance with the approved details.

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

IDENTIFICATION OF UNSUSPECTED CONTAMINATION

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

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

IMPORTED SOIL

23. Any topsoil (natural or manufactured), or subsoil, to be imported on to the site or part thereof shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes. Subject to approval of the above, verification sampling of the material received at the development site is required to verify that the imported soil is free from contamination which shall be undertaken in accordance with a scheme which shall be first agreed in writing by the Local Planning Authority.

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

IMPORTED AGGREGATES

24. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported onto the site or part thereof shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, verification sampling of the material received at the development site is required to verify that the imported aggregate is free from contamination which shall be undertaken in accordance with a scheme agreed in writing by the Local Planning Authority.

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

ROAD TRAFFIC NOISE

25. Prior to commencement of development, a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that all habitable rooms exposed to external road traffic noise in excess of 63 dBA Leq 16 hour [free field] during the day [07.00 to 23.00 hours] or 57 dBA Leq 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 dBA Leq 16 hour during the day and 35 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation 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 –
- (i) 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
 - (ii) 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. Any private open space (excepting terraces or balconies to any apartment) shall be designed to provide an area which is at least 50% of the area for sitting out where the maximum day time noise level does not exceed 55 dBA Leq 16 hour [free field].

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

RESIDENTIAL TRAVEL PLAN

26. No part of the development hereby permitted shall be occupied until the submitted Travel Plan (15-00408/TP/01 June 2016) has been progressed, submitted to and approved in writing by the Local Planning Authority. The Residential Travel Plan shall set out proposals and targets to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The Residential Travel Plan shall be implemented in accordance with the timetable which shall be set out in the plan or in accordance with a revised timetable which shall be agreed in writing by the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Residential Travel Plan shall be submitted annually for a period of 5 years to the Local Planning Authority for approval in writing, commencing from the first anniversary of beneficial occupation of the first phase of development.

Reason: To encourage sustainable transport and effect modal shift to

non-car modes.

ENERGY STRATEGY

27. No development shall take place (except for the highway improvement works that are subject of condition 12) until an energy strategy for the application site has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include an assessment of the financial viability and technical feasibility of incorporating renewable and low carbon technologies and an implementation programme. The scheme shall be implemented as approved.
Reason: To promote sustainable development.

DEMOLITION MANAGEMENT PLAN

28. No demolition shall take place until a Demolition Management Plan (DMP) has been submitted to and approved in writing by the Local Planning Authority. The DMP shall include:
- a) a Construction Traffic Management Plan, which shall include: identification of the routes that HGV vehicles would take; access to the site for HGV traffic; wheel washing facilities; parking of vehicles for contractors, site operatives and visitors and loading and unloading of plant and materials;
 - b) details of the storage of plant and materials and any temporary facilities for construction staff;
 - c) details of site hoardings and means of enclosure to prevent unauthorized access during demolition;
 - d) a Dust Management Plan and measures to control the emission of dust and dirt from demolition;
 - e) a Site Waste Management Plan for the recycling and/or disposal of all waste resulting from demolition;
 - f) a Green Infrastructure Demolition Protection Strategy (GIDPS) detailing measures for the protection of the ecological (habitats & protected species), arboricultural, landscape, soil, open space and SuDs resource during demolition, including those elements proposed for retention and translocation and those proposed to be created or enhanced as part of the application. The GIDPS shall include an:
 - assessment of the impacts on the above resource
 - a plan showing protection zones for the ecological (habitats & protected species), arboricultural, landscape, soil, open space and SuDs resource during demolition
 - details of pre-works checks to be undertaken for protected species and what contractors should do if protected species are found during the course of works
 - details of demolition methods
 - g) List of on-site contacts and their responsibilities and arrangement for ecological site inductions for contractors working on site
 - h) An implementation programme.
- The DMP shall be implemented as approved throughout the demolition period.
Reason: To manage the impacts of demolition in the interests of

highway safety and protection of the environment and public amenity.

SECTION 4: COMPLIANCE CONDITIONS

DWELLING LIMIT

29. No more than 300 dwellings shall be erected on the application site.
Reason: For the avoidance of doubt as to the quantum and density of development hereby approved.

MAIN STREET CROSS SECTION

30. Notwithstanding condition 3 (RESERVED MATTERS PLANS AND DOCUMENTS), the cross section for the street that extends from the main site access from Llantrisant Rd linking through to the adjacent site shall include provision of 2 no 2m wide footways, a min 3m wide segregated cycleway and a min 6.3m wide carriageway except for sections designed as shared surfaces.
Reason: To promote sustainable travel and provide structure and legibility.

ECO TONE AND NORTH SOUTH GREEN CORRIDOR

31. Notwithstanding condition 3 (RESERVED MATTERS PLANS AND DOCUMENTS), the 15m ecotone shall extend along the length shown on the Green Infrastructure Plan (drawing no 15022.103RevA) and the north south green corridor shall be 15- 20m wide.
Reason: To protect the ecological resource of the site.

WATER MAIN EASEMENT

32. Notwithstanding condition 3 (RESERVED MATTERS PLANS AND DOCUMENTS), no development other than the construction of roads and open space shall be carried out within 6m either side of the centerline of the 24 inch distribution watermain that crosses the site, unless otherwise agreed in writing by the Local Planning Authority.
Reason: To protect the watermain.

KICK ABOUT AREA

33. Notwithstanding condition 3 (RESERVED MATTERS PLANS AND DOCUMENTS), at least 1 area of relatively level open space of at least 45m x 30m shall be provided in the location shown on the Illustrative Masterplan for use as active recreation public open space, including use as a kick about area.
Reason: To ensure an acceptable provision of on-site open space.

LANDSCAPE IMPLEMENTATION

34. In relation to any landscaping scheme approved under condition 21 (LANDSCAPE SCHEME FOR DETAILED HIGHWAY IMPROVEMENT WORKS) and Condition 1 above, any trees, plants or hedgerows which within a period of five years from the date of first planting die, are removed, become seriously damaged or diseased, or become (in the opinion of the Local Planning Authority) otherwise defective, shall be replaced in the current planting season or the first two months of the next

planting season, whichever is the sooner.

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

NESTING BIRDS

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

COED Y TRENCHES SITE OF IMPORTANCE FOR NATURE CONSERVATION

36. No materials, waste, arisings or plant shall be stored or operated within the Coed y Trenches SINC, or be allowed to fall, be washed or blown into it.

Reason: To protect the features of interest for nature conservation for which the SINC has been designated.

PROVISION OF ROAD BEFORE OCCUPATION OF DWELLINGS

37. No dwelling shall be occupied until that part of the road and footpath which provides access to it from the existing highway and all surface water drainage works for the said road have been laid out, constructed and completed up to base course level and lit in accordance with the approved plans. The roads and footpaths shall be constructed to surface level prior to the occupation of the last dwelling served by that road, unless otherwise otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure an orderly form of development and to make provision for satisfactory access to the dwelling by the future occupants.

SECTION 5: INFORMATIVES

RECOMMENDATION 2: R1 CONSTRUCTION SITE NOISE

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

RECOMMENDATION 3: R2 RADON GAS PROTECTION

This development falls within a radon affected area and may require basic radon protective measures, as recommended for the purposes of the Building Regulations 2010.

RECOMMENDATION 4: R4 CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

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

- (i) determining the extent and effects of such constraints;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land. The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 5: That the developer's attention be brought to GGAT's advice of 19/07/16 in respect of the scope of the work to be included in the written scheme of investigation for a programme of archaeological work. Additionally, the scheme should detail appropriate recording, including photographic record, of the remains of Goitre Fach Farm. The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA) (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.

RECOMMENDATION 6: That the developer's attention be brought to advice of 01/03/2016, 03/03/2016, 22/03/16 and 10/08/2016 from NRW, the advice of 10/08/2016 from the Council's Ecologist which shall inform the scope of the Green Infrastructure Management Strategy and CEMP to be submitted for approval, and planting advice from the Council's Tree Preservation Officer of 21/07/2106.

RECOMMENDATION 7: NRW advise that:

- The Applicant seeks a European Protected Species license from Natural Resources Wales under Regulation 53(2)e of The Conservation of Habitats and Species Regulations 2010 before any works on site commence that may impact upon European Protected Species. The granting of planning permission does not negate the need to obtain a license
- In the event there is an emergency discharge system installed as part of the pumping station, its operation will require an Environmental Permit under the Environmental Permitting Regulations (2010). The Applicant is advised to contact Mark McLoughlin 03000 653375 to discuss the issues likely to be raised. The granting of planning permission does not necessarily ensure an environmental permit will be issued.

RECOMMENDATION 8: That the Applicant/ Developer be advised of the following advice in respect of Public Rights of Way, set out in advice dated 18/08/16:

- *Non legal footpaths, Section 53, Wildlife Countryside Act 1981* - Developments can obstruct paths which currently have no legal status, but the very act of blockading them can trigger a Section 53 Application under Wildlife Countryside Act 1981. Essentially if the public can prove that they have used a route as of right without hindrance for 20 years prior to their right of use being questioned then a highway is created because under law, if a landowner has taken no steps to dispute the public's usage there is a presumed dedication of land as a highway. It should be noted when these cases are presented at Planning Committee that issues of suitability, desirability, security, etc. have no bearing on the decision and it is purely evidence based on public use.
- *Section 38 agreements* - 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. Where a right of way is adjacent to the highway or crosses the carriageway, these paths will fall within the Section 38 agreement.
- *Section 25, Highways Act 1980 Express Dedication (PROW)* - On land owned privately, the owner of the land may dedicate the land to the Local Authority by way of an Express Dedication by agreement, in order for the Local Authority to make a Creation Order by Agreement for a Public Right of Way (PROW) under Section 25 of the Highways Act 1980.
- *Section 26, Highways Act 1980 Creation Order (PROW)* - Once a path is dedicated under Section 25, a Creation Order will be required to confirm the path as a Public Right of Way. In order for the Highway Authority to process the legal order, a contribution from the Landowner will be required.
- *Creating a shared use path on a right of way footpath* - In order to convert a footpath to a cycle track, a footpath conversion order under section 3 of the Cycle Tracks Act 1984 and the Cycle Tracks Regulations 1984 is required. These can be applied for via the Public Rights of Way team following planning approval.
- Where a footway is adjacent to the Highway and requires a conversion to become a shared use path or segregated cycle path, a Section 65, Section 66 of the Highways Act 1980 is required. The Developer must provide a plan and application for an order, for any highway affected.

- The granting of planning permission does not give a developer any right to interfere with, obstruct or move a public right of way.
- 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.

RECOMMENDATION 9: That the Developer be reminded of the advice from Wales & West Utilities in their letter attached to their email of 28/07/16 which has been forwarded to the Agent, advising of the presence of gas pipes in the area which may be affected and at risk during construction works, general conditions to be observed for their protection and the need to contact WWU prior to commencement of works on site.

RECOMMENDATION 10: That the Developer be advised that prior to the commencement of development, the Developer must notify the local planning authority of the commencement of development, and must display a site notice and plan on, or near the site, in accordance with the requirements of Article 12 of the Town & Country Planning (Development Management Procedure)(Wales)(Amendment) Order 2016.

RECOMMENDATION 11: That the developer be reminded of the advice from South Wales Fire and Rescue Service, dated 08/02/16, which has been forwarded to the Agent.

RECOMMENDATION 12: That the developer be reminded of the design advice from South Wales Police dated 02/08/2106.

RECOMMENDATION 13: That the developer be reminded of the following advice from Dwr Cymru:

- The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com
- The applicant is also advised that some public sewers and lateral drains may not be recorded on Dwr Cymru Welsh Water maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

RECOMMENDATION 14: Any permanent or temporary works that may impact upon an ordinary watercourse will require consent under Section 23 of the Land Drainage Act 1991 from this department.

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

- 1.1 This application, as amended, seeks outline planning permission for the demolition of existing buildings on site and the development of up to 300 dwellings, including open space, landscaping, sustainable urban drainage, vehicular access, pedestrian and cycle accesses and related infrastructure and engineering works.
- 1.2 Detailed permission is sought for the highway proposals set out on drawing no. GA02-RevB at this outline stage. All other access details and matters of appearance, landscaping, layout and scale are reserved for future consideration in reserved matters applications.
- 1.3 Permission is also sought for the demolition of the derelict farm buildings shown on the Demolition Plan, and for two Parameter Plans (PP) and their supporting text. The parameter plans encompass 'Green Infrastructure and Movement' and 'Land Use and Building Heights', and together define the parameters of the proposal that have been assessed in the Environmental Impact Assessment (EIA). The Applicant advises that the parameter plans provide a framework that will inform the detailed design of the site at reserved matters stage, help ensure a degree of consistency and compatibility with the wider site and ensure the development is implemented within the scope of the development tested by the EIA. (In light of this, conditions are recommended to 'fix' the parameters at this outline stage.) Two illustrative plans - an Illustrative Masterplan and Green Infrastructure Plan - have also been submitted, which seek to reflect the proposals and show how the development could be accommodated within the identified parameters. (The recommended conditions require the reserved matters details to be 'in broad accordance' with the illustrative plans.)
- 1.4 The amended submission comprises an amended application form and ownership certificates, Planning Statement (January 2016), Planning Statement Addendum (July 2016), Revised Design and Access Statement (RDAS), Arboricultural Survey (April 2015), Utilities Statement (December 2015), Site Waste Management Plan (December 2015), Operational Waste Appraisal (January 2015), Energy Statement, Environmental Statement and Non-Technical Summary (January 2016), Environmental Statement Addendum and Non-Technical Summary Addendum (July 2016) and a revised Drawings Package. The revised drawings package comprises an amended Site Location Plan, an amended Demolition Plan, an amended Land Use and Building Heights Parameter Plan, an amended Green Infrastructure and Movement Parameter Plan, Land at Goitre Fach Farm Parameter Plan Explanatory Text, an amended highway drawing 'Proposed Residential Development Main Access Design Signal Junction', an amended Illustrative Masterplan and a new Green Infrastructure Plan.

1.5 The Environmental Statement (ES) covers the following topics: Highways and Transportation, Ecology, Landscape and Visual Impact, Agricultural, Archaeology and Cultural Heritage, Water Resources, Air Quality, Noise and Vibration, Ground Conditions and Socio-Economics. A Transport Assessment and Transport Assessment Addendum are included within the ES.

1.6 The stated Vision for the scheme is to creat[e] *‘a new neighbourhood which will form an integral part of the North West Cardiff urban expansion area, delivering new homes to suit local need. The masterplan will provide important movement links between the proposed Plasdwr development and Llantrisant Rd in terms of connected pedestrian, cycle and vehicular routes. A comprehensive green infrastructure strategy will reinforce connectivity to the surrounding landscape providing valuable habitat connections, as well as creating a network of multifunctional spaces. Built form will respond positively to the local landscape setting, Llantrisant Rd and the proposed development at Plasdwr’.*

1.7 The amended proposal includes the following components:

Residential Use

1.8 Whilst the definitive number, mix and density of dwellings will not be known until reserved matters applications are approved, up to 300 dwellings are proposed. The Planning Statement states that the development would allow for a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. The developers have agreed to deliver 30% affordable housing, via s106 Agreement, comprising a tenure split of 15% Intermediate Rented, 10% Social Rented and 5% Low Cost Home Ownership and including a Learning Disability facility. (See Section 9 for s106 Heads of Terms.)

1.9 Whilst the Parameter Plan text confirms that there would be a max height of 3 storeys across the site, the majority of dwellings would be 2 storeys, with up to 3 story buildings at key locations. The Land use and Building Heights Parameter Plan provides for a range of heights across 3 areas – an area of 1-2 storey dwellings to the west, 2-2.5 storeys towards the centre adjacent to the open space and woodland and 2-3 storeys towards the east adjacent to Llantrisant Rd, the link to Plasdwr and the primary street. An average density of approx 40dph is proposed, with the Illustrative Masterplan showing a range of densities across the above 3 areas. These comprise a low density area of between 20-30dph to the west, medium densities of 30-40dph towards the centre adjacent to the open space and woodland, and higher densities of between 40-50dph toward the east.

Green Infrastructure, Open Space and Drainage

1.10 The Green Infrastructure (GI) and Open Space proposals are reflected in the GI and Movement Parameter Plan, GI Plan, Illustrative Masterplan, Revised DAS and ES. The overall strategy is to enhance and protect most ecologically valuable site assets, as well as creating new habitat areas to enhance local biodiversity, with a series of linked multi-functional green spaces providing

green corridors to the surrounding area and connecting into the Plasdwr open space framework. Key GI proposals include:

- A 0.22ha Local Equipped Area of Play (LEAP), with a 20m building off-set in the central open space location (a Parameter Plan (PP) proposal);
- A 'kick about' area, set within a 20m building off-set in the central open space location (PP proposal). The IM identifies this as 60 x 40m;
- 2.41 ha of open space providing opportunities for informal recreation (IM proposal);
- A 15m green corridor adjacent to Coed y Trenches woodland to the west, to include additional ecotone planting and which may include informal open space and a footpath (PP proposal), designed to protect the woodland and promote permeability. The GI Plan identifies that this ecotone extends further - to the southern boundary;
- Two pedestrian links to Coed y Trenches woodland from within the site at locations to be determined, to allow controlled access to the woodland, diverting activity from protected areas elsewhere;
- Retention of one of three central hedgerows and adjoining ditch, set within a green corridor and new tree planting, with a footway (PP proposal), providing a multi-functional green corridor. (The PP text indicates that the green corridor would be a max 20m wide and the PP plan, a min 20m wide);
- The protection of the south eastern hedgerow, by setting it back from built development (4.5m driveway) by a 2m verge (PP proposal);
- New tree planting along the internal primary street, designed to support large specimen street trees (rather than small trees in front gardens), mitigate hedgerow losses and providing E-W and N-S connectivity. Verges will be a min of 2m (PP proposal);
- Incorporation of a line of large specimen street trees along Llantrisant Rd, to mitigate the loss of the existing hedgerow and to provide an active frontage and sense of place (PP proposal);
- Provision of hibernacula and wildflower areas and incorporation of bird and bat bricks within built form to provide habitat opportunities and biodiversity enhancements (GI Plan);
- Dwellings to positively address adjoining areas of open space, providing passive surveillance and amenity value (Revised DAS);
- Commitment to the submission of a Construction Environmental Management Plan and Demolition Management Plan, by condition, to control environmental impacts during the construction phase;
- Commitment to the submission of a Drainage Strategy, by condition, to ensure no changes to water quality or quantity leaving the site;
- Commitment to the submission of a Green Infrastructure Management Strategy, by condition, to promote species protection and protect and enhance existing and created habitats for biodiversity.

1.11 A Preliminary Drainage Strategy and Flood Risk Assessment have been submitted in support of the application (July 2016). However, it is important to note that the application does not seek approval for this at this outline stage. Rather, a condition is recommended which would require the Applicant to undertake further site investigations and analysis, before proposing a detailed design to be agreed by condition.

- 1.12 The preliminary surface water strategy is to discharge all surface water directly into the local stream network, restricted to the existing greenfield run-off rates to maintain existing flows to the network. The surface water system will be designed to attenuate flows up to the 30-year event within an oversized piped system and offline cellular storage to be adopted by Welsh Water. Exceedance flows up to and including the 100 year event, plus 30% climate change, will be managed outside the system to be adopted by Welsh Water using more sustainable methods, such as controlled flooding within the proposed POS areas. These flooded areas will only be utilised in events in excess of the 30-year event, noted as maybe once or twice in a lifetime. Swales and strategic planting would be provided downstream of the attenuation structures to convey and improve the quality of surface water into the local stream network. The detailed design of the system would be agreed by condition.
- 1.13 The preliminary foul water drainage strategy agreed with Dwr Cymru Welsh Water is to drain foul flows in an Easterly direction to the public sewer network, connecting with the public sewer in Clos Parc Radyr, to eventually drain to the Cardiff Bay Waste Water Treatment Works. The foul water scheme and the surface water scheme up to the 30-year event will be offered for adoption to Welsh Water. Exceedance flows will be offered for adoption/ future maintenance to the Council, but if the Council do not adopt, future management is proposed to be undertaken by a management company.

Placemaking

- 1.14 In addition to the 'green' corridors noted above, the illustrative material and Revised Design and Access Statement – and importantly the Built Form and Design Principles and Plan within it - give an indication of the overall layout and design of the scheme with regards to building height, density, streets and spaces, including squares designed as shared spaces, key frontages and focal buildings, to create structure, legibility and character. Three distinct character areas are proposed to create distinctiveness, comprising the Avenue (the Spine Road), Llantrisant Rd and Entrance, and Rural Edge and Public Open Space Frontages.

Transport and Access

- 1.15 The overall strategy for the site is to promote sustainable transport use and reduce reliance on the private car both from the outset and over the LDP period. Key principles include the creation of a clear movement hierarchy providing well-defined routes which balance the street as a space alongside its function as a movement corridor, and ensuring well designed linkages between the site and Plasdwr.

Vehicular Access

- 1.16 Detailed planning permission is sought for the highway proposals set out on drawing no. GA02-RevB. These include a new signal controlled junction off Llantrisant Rd, a raised uncontrolled pedestrian crossing area 240m to the west of the new junction, and the provision of segregated cycle and pedestrian

routes along the Llantrisant Rd frontage to the site. The new junction arrangement comprises:

- (i) A new 3-arm signal junction within a new 30 mph zone on Llantrisant Rd within a widened highway, with two lanes on each approach;
- (ii) A segregated pedestrian/cycle way to the south of Llantrisant Rd, comprising a 2m footway and a 3.2m wide cycleway, separated by a 2m verge. The footway and cycleway extend along the entire site frontage to Llantrisant Rd and continue into the site for a section;
- (iii) Controlled pedestrian crossings on each arm, and pedestrian and cycle crossing (Toucan) on the site arm;
- (iv) 2 new bus stops and shelters, with a new section of footway provided to the north of Llantrisant Rd to accommodate the bus shelter.

- 1.17 A secondary vehicular link access point is proposed along the southern boundary to connect into Plasdwr, the detailed design of which will be considered at Reserved Matters stage. The Revised DAS sets out a proposed street hierarchy (primary, secondary and private drives) and illustrates a range of options for integrating parking to provide a high quality public realm.

Pedestrian and Cycle Access

- 1.18 The main cycling and pedestrian proposals include:
- (i) 3 new pedestrian crossings across Llantrisant Rd, and a Toucan crossing on the site arm of the new junction;
 - (ii) a new 3.2m cycle 'super route' and 2m footway along the Llantrisant Rd frontage;
 - (iii) 2m footways either side of the primary street, with secondary streets and private drives to be designed as shared surfaces;
 - (iv) Informal footpaths along the western and southern boundaries and along the retained central hedgerow, providing connections to the internal street layout, the PROW north of Llantrisant Rd and the wider strategic site. The raised crossing to the west of the access on Llantrisant Rd would allow a link to the existing PROW;
 - (v) Travel Plan measures to promote walking and cycling, including provision of a Travel Plan Co-ordinator (TPC) to help establish sustainable travel patterns. Further potential measures are outlined for consideration for implementation by the TPC if targets are not being met in future years, such as cycle discount features and cycle training.

Public Transport

- 1.19 Proposed public transport measures include the provision of two bus stops along Llandrisant Rd inclusive of real time passenger information and commitment to providing a financial contribution to extend Service 62 to serve the site. Public transport measures included within the Draft Travel Plan include Travel Planning by the TPC.

Other mitigation

- 1.20 There is a commitment to managing and mitigating the impact of construction traffic at via a Construction Management Plan, to be secured by condition. Importantly, the TA also sets out a commitment to providing an appropriate

contribution towards the wider highway network and bus improvements envisaged for the Llantrisant Road corridor.

Amendments

- 1.21 Amended plans and further information was submitted July 2016. The key amendments comprise:
- (i) The extension of the application boundary along Llantrisant Rd to accommodate the amended highway proposals, increasing the site area from 10.01ha to 10.10ha;
 - (ii) A reconfigured access to the site from Llantrisant Rd, from a priority junction with right turn lane to a new 3-arm signalised junction with crossings on each arm within a new 30mph zone;
 - (iii) Two new bus stops – one on each side of Llantrisant Rd;
 - (iv) A new raised uncontrolled pedestrian crossing on Llantrisant Rd, circa 240m west of the site access to provide a connection to the PROW to the north;
 - (v) Provision of a more direct link through to the remainder of site C;
 - (vi) A segregated cycleway to run along Llantrisant Rd only;
 - (vii) Rearrangement of the built form frontage along Llantrisant Rd to respond to the new junction and retain a Category A oak tree (T1);
 - (viii) The removal of the hedge along part of Llantrisant Rd and replacement with street trees, in line with the Council's common approach to the treatment of Llantrisant Rd along the frontage of Strategic Site C;
 - (ix) The inclusion of street trees along the internal primary street to provide an E-W green corridor through the site;
 - (x) The inclusion and protection of two existing category A oak trees;
 - (xi) The proposal of a 60m x 40m kickabout area, in addition to the LEAP, within the central open space area, both with 20m buffers;
 - (xii) The retention of the woodland copse adjacent to Llantrisant Rd;
 - (xiii) The inclusion of additional linked streets and indicative turning heads to respond to refuse vehicle access requirements;
 - (xiv) An amended alignment of the pedestrian footpath within the public open space to ensure its use is protected from any storm event;
 - (xv) Evolution of green infrastructure and drainage principles, including mitigation for reptiles and loss of grassland, enhancement in respect of the identification of wildflower areas to encourage pollinators and the provision of nesting/roosting opportunities for bats and birds, new tree planting, the provision of a new green corridor and the use of swales to assist in cleansing of surface water;
 - (xvi) Updated Illustrative Masterplan and Parameter Plans, and the evolution of 'placemaking' principles, including additional information on materials, character, built form principles, street and key space cross sections and updated landscape information.
- 1.22 Further assessments have informed the amended scheme and ES Addendum, including a transport assessment of the site being brought forward in isolation in addition to the scenario originally assessment of its development alongside wider strategic development, further baseline modelling in support of the new junction, a geophysical survey and archaeological field evaluation, clarification of the assessment of the site in respect of the historic landscape, further

drainage assessments including a Hydrological Impact Assessment and associated CCTV investigations of the existing drainage system, further air quality assessment (including further monitoring locations, the assessment of potential effects on Llandaff AQMA and clarification of sites included in the cumulative assessment), testing of building heights up to 3 storeys in the Landscape and Visual assessment, further information on existing habitats to be lost, enhanced and created, further ecology walk-over survey in April 2016 and tree assessment with regards to roosting bats, further assessment of trees to be retained, removed and newly planted, and a review of the original ground conditions assessment.

- 1.23 The Applicant has confirmed the site is to be developed as one phase by BDW South Wales alone.
- 1.24 A Planning Committee site visit took place 19th October 2016. A site visit hand-out was prepared, showing photographs of the site, and is available to view on the Council's website.

2. **DESCRIPTION OF SITE**

- 2.1 The application site, as amended, comprises 10.1ha of greenfield land, located to the southwest of Radyr and to the north west of Cardiff, immediately south of the A4119 Llantrisant Rd. The site is broadly triangular in shape and comprises four irregular shaped grassland fields dissected by hedgerows and scattered mature trees. The site is bounded to the north by and accessed from Llantrisant Rd, beyond which lies Radyr Golf Course and woodland. The site is bounded to the south and east by agricultural fields and to the west by Coed Y Trenches woodland. (The land to the west, south and east forms part of land relating to application 14/02733/MJR and the wider Strategic Site- please refer to sections 3 and 4 of this report.) A number of disused dilapidated agricultural buildings associated with the former Goitre Fach Farm are located on site, none of which are listed or locally listed. The site is currently used for informal agricultural grazing.
- 2.2 The land falls away gently east west, from a high point at the eastern boundary of approx 90 AOD to approx 70 AOD. The site is underlain with 12m of superficial deposits/glacial till then bedrock, with the glacial till including firm to very stiff clays of low permeability. There are small streams within the western corner of the site, running both adjacent to Llantrisant Rd and adjacent to the western and south western boundary, and three 'ditches' (described in the original submission as ephemeral streams and existing distributor surface watercourses) crossing the site along the line of the internal field boundaries. The streams are noted to run further west and are tributaries to the Nant Rhdlafar located approx 0.5km from the site. A 24inch distribution water main crosses the site in a broadly E-W direction.
- 2.3 There is footway provision on the southern side of Llantrisant Rd along the site frontage. This continues along the southern side, at varying widths, beyond the site frontage, switching to the northern side at the junction to the golf course where it continues to Clos Parc Radyr. Whilst no Public Rights of Way cross

the site, there are a number in the vicinity of the site, including Radyr No 35, which runs in a northerly direction on the opposite side of Llantrisant Rd from the farm buildings. Station Road, Radyr Local Shopping Centre, identified on the LDP Proposals Map, lies approx 1.75km walking distance from the nearest site boundary. A Spar with an integral Costa coffee concession have opened within 600m walking distance of the site at Rhydlafr Drive, on the Llantrisant Road approach to the Parc Rhydlafr residential development (on the former Rhydlafr Hospital Site). The nearest bus stop to the site is located on Llantrisant Rd at Parc Rhydlafr, approx 400m walking distance from the nearest site boundary. Radyr Railway Station is located approx 2km walking from nearest site boundary.

- 2.4 The site itself does not include any statutory or non-statutory nature conservation, archaeological or landscape designations. The woodlands and part of Radyr Golf Course to the north of the site comprise Goed-y-Goetre Site of Importance for Nature Conservation (SINC) and Gwern-y-Cegym SINC. Coed Y Trenches woodland, to the immediate west, is also designated as a SINC. Ty Du Moor Site of Special Scientific Interest is located approx 0.75km to the west of the site, separated by woodland and open countryside. Cardiff Beech Woods Special Area of Conservation (SAC) is located approx 2.2km to the northeast of the application site. The next closest European designated site is the Severn Estuary SAC, Special Protection Area (SPA), Ramsar and SSSI, located approx 9.7km to the southeast. The ES identifies 7 Listed Buildings located within the 2km study area and Zone of Theoretical Visibility. Of these, only one is within 1km of the site; the Grade II listed Rhydlafr Farmhouse and the Old Byre located 200m to the west of the site on the other side of Coed Y Trenches woodland. There are two Scheduled Ancient Monuments within the 2km study area; a hill fort 'Llwynda-Ddu Camp' lies approx 1.4km to the north west and a prehistoric burnt mound 'Cooking Mound East of Taff Terrace' lies approx 1.5km east of the site. The St Fagans Conservation Area lies approx 1.6km to the south of the site. The St Fagans Lowlands and the Ely Valley Special Landscape Area lies approx 1.5km to the south of the site. The Welsh Government TAN 15 Development Advice Maps indicate that the site falls within Zone A, considered to be at little or no risk of fluvial or tidal/coastal flooding.

3. **RELEVANT PLANNING HISTORY**

Site History

- 3.1 None.

Related History

- 3.2 Related applications within Strategic Site C include:

14/02188/MJR – Land South of Pentreban Rd – outline application approved subject to s106 June 2016

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

14/02157/MJR – Land North and South of Llantrisant Rd – outline application approved 09/08/2016.

The development of up to 630 residential dwellings (use class c3, including affordable homes), primary school (use class d1), visitor centre/community centre (use class d1), community centre (use class d1), open space (including children's play spaces), landscaping, sustainable urban drainage, vehicular accesses, bus lanes, pedestrian and cycle accesses and related infrastructure and engineering works

16/02016/MJR – Reserved matters application for outline planning (14/02157/MJR) for the development of 126 dwellings forming part of phase 1a of land to the north and south of Llantrisant Road, detailed consent requested for all outstanding matters

Various Discharge of Condition applications relating to 14/02157/MJR.

14/02733/MJR – North West Cardiff - current application

Outline planning application with all matters reserved apart from strategic access junctions for residential-led mixed use development, to be developed in phases, including preparatory works as necessary including demolition and re-grading of site levels; up to 5,970 residential units (use class c3, including affordable homes); 3 no. Local centres providing residential units, convenience shops and facilities/services (including up to 7,900 sq m in use classes a1-a3) and 1 no. District centre providing residential units, up to 12,000 sq m in use classes a1-a3 including up to two food stores (up to 5,000 sq m gross) with associated parking, up to 15,500 sq m of use class b1(a), b1(b) and b1(c); provision of up to 5,100 sq m of community and healthcare facilities across the district and local centres (use classes d1 and d2); provision for 3no. Primary schools and 1no. Secondary school; open space including allotments; parks; natural and semi natural green space; amenity green spaces; facilities for children and young people; outdoor sports provision including playing pitches; associated infrastructure and engineering works including new vehicular accesses, improvement works to the existing highway network, new roads, footpaths/cycleways, a reserved strategic transport corridor; up to 1 no. Electricity primary-substation and landscaping works (including suds).

- 3.3 The following current application forms falls within Strategic Site D, located further north west from Strategic Site C, north of the M4 motorway, and also accessed, in part, via Llantrisant Rd:

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

Comprehensive development to create a new community containing a range of new homes, including houses, apartments and some sheltered accommodation for the elderly (use classes c2 and c3); a park and ride facility and transport interchange or hub; community facilities including a new primary school and community centre (use class D1); a local centre including shops (use class A1), financial and professional (use class A2), food and drink (use class A3) and a clinic or surgery (use class d1); new offices, workshops, factories and warehouses (use classes B1, B2, B8), a network of open spaces including parkland, footpaths, sports pitches and areas for informal recreation

New roads, parking areas, accesses and paths; other ancillary uses and activities and requiring; site preparation, the installation or improvement of services and infrastructure; the creation of drainage channels; improvements/works to the highway network and other ancillary works and activities.

4. **POLICY FRAMEWORK**

Local Policy

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

4.1 Key Policies:

KP1: LEVEL OF GROWTH
KP2: STRATEGIC SITES
KP2(C): NORTH WEST CARDIFF
KP4: MASTERPLANNING APPROACH
KP5: GOOD QUALITY AND SUSTAINABLE DESIGN
KP6: NEW INFRASTRUCTURE
KP7: PLANNING OBLIGATIONS
KP8: SUSTAINABLE TRANSPORT
KP12: WASTE
KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS
KP14: HEALTHY LIVING
KP15: CLIMATE CHANGE
KP16: GREEN INFRASTRUCTURE
KP17: BUILT HERITAGE
KP18: NATURAL RESOURCES

Detailed Policies:

H3: AFFORDABLE HOUSING
EN3: LANDSCAPE PROTECTION
EN5: DESIGNATED SITES
EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY
EN7: PRIORITY HABITATS AND SPECIES
EN8: TREES, WOODLANDS AND HEDGEROWS
EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT
EN10: WATER SENSITIVE DESIGN
EN11: PROTECTION OF WATER RESOURCES
EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES
EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION
EN14: FLOOD RISK
T1: WALKING AND CYCLING
T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS
T3: TRANSPORT INTERCHANGES
T5: MANAGING TRANSPORT IMPACTS
T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES
T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE
T9: CARDIFF CITY REGION 'METRO' NETWORK
C1: COMMUNITY FACILITIES
C3: COMMUNITY SAFETY/ CREATING SAFE ENVIRONMENTS

C4: PROTECTION OF OPEN SPACE

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

C6: HEALTH

C7: PLANNING FOR SCHOOLS

W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

4.2 The application site falls within Cardiff's settlement boundary, as identified on the adopted Cardiff LDP Proposals Map, and forms part of Strategic Site 'C' – 'North-West Cardiff', allocated under policies KP2 and KP2(C) for '*a mixed-use comprehensive development including a minimum of 5,000 homes and local employment opportunities, together with essential, enabling and necessary supporting infrastructure*'. The LDP notes that the overall capacity of the site is considered to be in the order of 6,500 – 7,000 dwellings, but that work undertaken to date suggests that a figure of 5,000 dwellings is appropriate to be delivered within the plan period (para 4.29). The LDP also notes that land North of the North West Cardiff site has the potential to provide a minimum of an extra 1,250 dwellings if required in the later phases of the plan, with a higher figure being possible (para 4.29). The LDP Constraints Map does not identify any constraints within the application site.

4.3 Strategic Site C forms one of 3 strategic sites allocated in NW Cardiff with access off Llantrisant Road (A4119). Strategic Site D – 'North of J33 on M4' is allocated for a 'mixed use of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site', with potential for a further 1,250 dwellings as part of a 'flexibility allowance'. Strategic Site E – 'South of Creigiau' – is allocated as a 'housing-based scheme of approximately 650 homes representing a southern extension of the existing village'.

Supplementary Planning Guidance (SPG):

4.4 Relevant SPG approved following the adoption of the Cardiff Local Development Plan:

'Waste Collection and Storage Facilities' (approved October 2016)

4.5 SPG approved prior to the adoption of the Cardiff Local Development Plan are no longer linked to adopted development plan policies. However, where such SPG is considered consistent with the new LDP policy framework, it will continue to be material to the Development Management process. The following SPG are considered relevant to the determination of this application:

'Access, Circulation and Parking Standards' (January 2010)

'Community Facilities and Residential Development' (March 2007)

'Developer Contributions for School Facilities' (March 2007)

'Open Space' (March 2008), including May 2015 update to S.106 Baseline Contribution Figure

'Cardiff Liveable Design Guide' (May 2015)

National Planning Policy

- 4.6 Planning Policy Wales and the Wales Spatial Plan set out the land use policies of the Welsh Government. These are supplemented by a series of Technical Advice Notes and Circulars.

Planning Policy Wales (Edition 9, November 2016)

- 4.7 Section 1.2 explains that the purpose of the planning system is to manage the development and use of land in the public interest, contributing to improving the economic, social, environmental and cultural well-being of Wales, as required by the Well-being of Future Generations (Wales) Act 2015. It notes that the planning system should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, and protecting natural resources and the historic environment. It recognises that a well functioning planning system is fundamental for sustainable development (para 1.2.1).
- 4.8 PPW has been updated to include reference to the statutory purpose for the planning system introduced by the Planning (Wales) Act 2015 – that any statutory body carrying out a planning function must exercise those functions in accordance with the principles of sustainable development as set out in the Well-being of Future Generations (Wales) Act 2015. PPW has been updated to take into account the Well-being of Future Generations (Wales) Act 2015 more fully, and includes information on the provisions of the Act. It notes that the Act establishes a ‘sustainable development principle’ which it notes means that a defined public body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs and lists a series of key principles that they expect all those involved in the planning system to adhere to:
- putting people, and their quality of life now and in the future, at the centre of decision-making;
 - **engagement and involvement**, ensuring that everyone has the chance to obtain information, see how decisions are made and take part in 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;
 - applying the **precautionary principle**. Cost-effective measures to prevent possibly serious environmental damage should not be postponed just because of scientific uncertainty about how serious the risk is;
 - using **scientific knowledge to aid decision-making**, and trying to work out in advance what knowledge will be needed so that appropriate research can be undertaken;

- while preventing pollution as far as possible, ensuring that the **polluter pays** for damage resulting from pollution. In general the Welsh Government will seek to ensure that costs are met by those whose actions incur them;
- applying the **proximity principle**, especially in managing waste and pollution. This means solving problems locally rather than passing them on to other places or to future generations;
- 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; and
- working in **collaboration** with others to ensure that information and knowledge is shared to deliver outcomes with wider benefits.

4.9 In addition, PPW sets out a series of sustainability objectives that reflect the vision for sustainable development and which should be taken into account in taking decisions on individual planning applications in Wales, structured around 7 well-being goals: a prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh Language, and a globally responsible Wales.

Wales Spatial Plan (2008 update)

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

Technical Advice Notes (TANs) and Circulars

4.11 Key TANs and Circulars include:

- TAN 1: Joint Housing Land Availability Studies (2015):
- TAN 2: Planning and Affordable Housing (2006)
- TAN5: Nature Conservation and Planning (2009)
- TAN 6: Planning For Sustainable Rural Communities (2010)
- TAN 8: Renewable Energy (2005)
- TAN 11: Noise (1997)
- TAN 12: Design (2014)
- TAN 15: Development and Flood Risk (2004)
- TAN 16: Sport, Recreation and Open Space (2009)
- TAN 18: Transport (2007)

TAN 21: Waste (2014)
TAN 22: Sustainable Buildings (2010)
Circular 16/94 'Planning Out Crime'
Circular 60/96 'Planning and the Historic Environment: Archaeology'
Circular 61/96 'Planning and the Historic Environment: Historic Buildings'
Circular 20/01 'Planning Controls for Hazardous Substances'
Circular 07/12 'The Town and Country Planning (Notification) (Wales) Direction 2012

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The **Placemaking Team**, in their initial comments, advise that the Historic Environment Assessment (particularly Appendix 8.1 to the Environmental Statement) represents a robust assessment of the location and significance of heritage assets within the vicinity of the site, together with the likely effects of development and measures taken to maximise enhancement and mitigate any possible adverse effects. It is noted that the only asset within close proximity of the site is Rhydlaf Farm (Grade II listed), but that the intervening dense woodland and position of the farmstead means that the application site does not form a part of the way in which the listed building is experienced, and that the setting would, therefore, be preserved. They note that whilst it is clear and inevitable that the character of site would be altered by the change from agricultural land to suburban housing, the applicant has provided sufficient evidence that the setting of heritage assets would not be adversely affected by the development. Further to the consideration of the amended submission, they confirm their previous comments still stand.
- 5.2 **Housing Development** in their amended comments, advise that they seek 30% affordable housing across the whole site and in each phase, with all units to be delivered as affordable rented, comprising 15% social rented and 15% intermediate rented to be built to Welsh Government DQR standards. They advise that, within the affordable rented percentage, they seek a Core and Cluster development for clients with Learning Disabilities likely to consist of a development of 6 flats with level access and appropriate parking. They advise the Council's preferred RSL partner for the scheme is LINC Housing Association and that indicative plans for the 6 unit scheme have been drawn up. Details are provided of payments that can be made by the purchasing RSL partners. Housing Development clarify that neither the RSL nor their tenants may be able to make any additional contributions towards the management of roads or green infrastructure within the site that will not be adopted by the Council.
- 5.3 Following s106 negotiations with the developer, Housing Development confirm agreement of the following tenure split
- 15% intermediate rented
 - 10% social rented (to include a scheme for clients with learning disabilities – circa 6 flats)
 - 5% Low Cost Home Ownership (LCHO) @ 70% Market Value.

- 5.4 They advise that if there are any roads or public open space, public realm, green infrastructure within the Land that will be subject to a service charge or additional charge then any such reasonable charge shall be included within the rent/weekly charge of the Affordable Housing Units provided that in the case of affordable rented units (both social and intermediate rented) the imposition of any such charge shall not increase the rent/weekly including service charge to a level that exceeds 100% of the published Rent Officer Local Housing Allowance then in force.
- 5.5 The **Director of Education and Lifelong Learning** provides the following summarised comments:
- (i) **Background** – The starting point for any application is a commitment to children going to their local school to promote sustainable local communities. In common with other Local Authorities, Cardiff has invested significantly in its school premises, but has repair backlogs and suitability issues city-wide which, at current estimates, will cost in the region of £370m to address. Following a period of unprecedented growth in demand, the Council is in the process of expanding primary school provision city-wide. Although the supply of and demand for places varies by area, it is anticipated that there will be no overall surplus school places at entry to the primary sector in 2016, nor in the secondary sector in 2019, taking account of existing school investment proposals and projections based upon Health Service (GP) and school roll data. The Council therefore seeks contributions to meet the demand for school places directly arising out of each proposed housing development where projections indicate that these pupils cannot be accommodated within existing local schools. The Council will continue to look to fund any shortfall in school places arising from existing housing from Council funding or other funding sources such as 21st Century Schools. Contribution requests are based upon circumstances known/ data available at the time of developments. Where the scale of developments are not sufficiently large to support the building of new primary or secondary schools, careful consideration will need to be given to the timing of and combining of contributions from multiple developments, including the provision of any land for construction. Consideration will also be given to developers buildings schools to agreed quality and performance standards;
 - (ii) The **calculated SPG Contribution** based on 300 dwellings (and an indicative mix of 26 non-qualifying 1 bed apartments, 11 qualifying apartments, 273 qualifying homes) towards **school places** is **£1,714,017** broken down as follows: £702,808 contribution towards additional English medium primary places, £668,406 contribution towards additional English medium secondary school and sixth form places, £175,702 contribution towards provision of additional Welsh medium primary school places, £167,101 contribution towards provision of additional Welsh medium secondary school and sixth form places. Proportionate contributions towards the cost of **land** is estimated at **£220,467**, based on 1,487m² at £600,000 per acre. (This is based on a total land contribution towards Welsh medium primary school provision of 804m² calculated pro rata to a 2FE primary school site, to accommodate the yield of 16.94 primary age

pupils, and a total land contribution of 638m² calculated pro rata to a 1,500 place secondary school site to accommodate the yield of 10.43 secondary and sixth form age pupils.) The calculated contribution **total of £1,934,484** is indicative based on the indicated number of dwellings, but may be amended through the wording of the s106 should this number /mix change;

- (iii) **Context** - there is insufficient accommodation within nearby primary and secondary schools to accommodate additional pupils.
- (iv) English medium primary and secondary schools – The English-medium primary and secondary schools/sixth form serving the area on which the new dwellings are proposed are Pentyrch Primary School and Radyr Comprehensive. Whilst it may be possible for Pentyrch Primary School and Radyr Comprehensive School to be expanded on site, and therefore to seek contributions for places only, any potential development of the schools would subject to feasibility study, evaluation of appropriate options, consideration of any other housing developments achieving planning consent in the appropriate timeframe, and a consultation process. The Council could not therefore provide certainty at this stage around these schools being the recipient of s106 funds. In the event that expansion of schools other than Pentyrch Primary School and Radyr Comprehensive School are identified as the appropriate way forward in order to meet the demand from the Goitre Fach Farm site, a fall back position would need to be written into the s106 agreement. Moreover, LDP policy KP2C identifies the provision of schools on the strategic site as 'necessary infrastructure' and it is reasonable to require each Applicant to contribute their fair and reasonable share.
- (v) Welsh medium primary and secondary schools - The Welsh medium primary and secondary/sixth form serving the site are Ysgol Gymraeg Coed Y Gof and Ysgol Gyfun Gymraeg Plasmawr, respectively.
- (vi) Demand for Welsh-medium primary school places from within the catchment area of Ysgol Gymraeg Coed Y Gof has exceeded places available for the past 7 years and this is projected to continue. A site for a new Welsh-medium school to accommodate the excess demand for Welsh-medium primary school places from within the catchment area of Ysgol Coed Y Gof, and also within the adjacent catchment areas of Ysgol Nant Caerau and Ysgol Pencae, has not yet been secured. Expansion of Welsh-medium primary provision in west Cardiff is required to meet known demand. It is not expected that an existing English-medium or Faith primary school site could be utilised for a Welsh-medium primary school as the demand for places is at high levels throughout the area, and there would not be a site available to allow reorganisation that would provide an additional site for a Welsh-medium primary school. Financial contributions towards the acquisition of a new school site to accommodate a new Welsh-medium primary school are therefore sought, in addition to contributions towards providing additional Welsh-medium primary school places. Cardiff is currently served by three Welsh-medium secondary schools. The Council's Cabinet considered a report in March 2016 which highlighted the current and projected oversubscription of Ysgol Plasmawr and the need to balance the supply of and demand for places with Ysgol Glantaf. However, whilst the approval of the changes to these two

catchment areas provides an improved balance in the local availability of places, the Welsh-medium secondary school sector city-wide will be fully subscribed at entry by September 2019, based on the expected proportion of pupils enrolled in Welsh-medium primary schools promoting to secondary school. Spare capacity in the schools (as the upper age groups would have fewer pupils) will be utilised to accommodate the pupils in 2019 and 2020; however, it is evident from the data currently available that the Council will need to expand Welsh-medium secondary and sixth form provision to accommodate those pupils already enrolled in Welsh-medium primary education. It is clear that the shortfall of places will be exacerbated by approved housing developments (including those at Llantrisant Road, Pentreban Road, St Edeyrn's, Ely Mill and Churchlands amounting to >3,000 dwellings), and further exacerbated by planned housing developments. Whilst a site for a fourth Welsh-medium secondary school has not yet been secured, the expansion of Welsh-medium secondary and sixth form provision is inevitable to meet known demand. The projected city-wide demand for English-medium and Faith secondary school places also exceeds the available supply and it is therefore not expected that an existing English-medium and Faith secondary school site could be utilised for a Welsh-medium secondary school. Financial contributions towards the acquisition of a new school site to accommodate a fourth Welsh-medium secondary school are therefore sought, in addition to contributions towards providing additional Welsh-medium secondary school places.

- (vii) **The Council's preferred strategy** is to use financial contributions to:
- expand Pentyrch Primary School on-site (no additional contribution sought for land purchase);
 - expand Radyr Comprehensive (no additional contribution sought for land purchase);
 - expand Welsh-medium primary school provision on a site to be determined, with contributions also sought to acquire land;
 - expand Welsh-medium secondary school provision on a site to be determined, with contributions also sought to acquire land;
- (viii) In the event, following completion of further planning processes, that the expansion of Pentyrch Primary and/or Radyr Comprehensive can not proceed to implementation, the Council would determine alternative sites that would allow for the necessary expansion to accommodate the pupil yield. Cardiff Council has a statutory duty to ensure that a sufficient number and variety of school places are available to meet needs and in order to comply with this, changes to catchment areas may be required. In order to comply with this, changes to catchment areas may therefore be required in order to ensure that all pupils are able to be accommodated at schools in the language medium of their choice. It is not assumed that contributions would be combined towards new school facilities on proposed housing developments in North West Cardiff (14/02733) due to uncertainty around completion of these developments and proposed new school facilities. It is expected that contributions would be sought proportionate to the number of dwellings completed. Consideration will be given by the Council to providing suitable accommodation to temporarily enlarge secondary schools and to review admission

arrangements as appropriate to meet the yield from the proposed development in the event that new schools are not delivered prior to completion of these units.

- (ix) The total calculated value of the Council's preferred strategy is **£1,934,484**, broken down as follows:
- £878,510 for primary - financial / building contribution
 - £835,507 for secondary/sixth form - financial/ building contribution
 - £119,204 for primary - land contribution*
 - £101,263 for secondary/sixth form - land contribution*
- (Land calculations are pro-rata to 2FE primary and 1,500-place secondary school. *Assumed land valuation of £600,000 per acre/£1,482,630 per hectare).

5.6 **Neighbourhood Regeneration** request funding for off-site community facilities in accordance with the 'Community Facilities & Residential Development' SPG. They advise that the funding be used to improve community facilities within the Creigiau and St Fagans ward and/or Fairwater Leisure Centre. Whilst the exact amount can only be calculated once details of housing types are received, an indicative amount would be £296,550 based on a standard of £988.50 per dwelling.

5.7 **The Tree Preservation Officer**, in their initial comments, provide the following summarised advice:

- (i) Raises concerns over and quantifies the loss of significant trees and hedgerows on the site, including a category A tree, 9 no category B trees, a B category group of trees and 2 no B category hedgerows and the northern extension of another category B hedgerow, noting that all but two of the individual trees lost will be oaks and that oaks also form a component of the B category group of trees to be lost. Also notes the possible incursion in the RPA of 'A' category T15 from the Illustrative Masterplan;
- (ii) Raises concerns over the lack of provision to mitigate the above losses, the lack of quantification of the losses within the submission and that, whilst buffer zones are depicted and indicative sections provided, these do not evidence effective mitigation, in particular for the loss of mature oak trees;
- (iii) Welcomes the principle of an ecotone bounding the woodland to the west, but requests more detail to ensure its primary function would be to provide a graded woodland edge;
- (iv) Supports the proposed highway planting, but raises some concern that this will not comprise 'avenues', but linear planting in narrow soft verges. Also notes the lack of clarity regarding tree planting along Llantrisant Rd, emphasising the importance of highway trees bounding Llantrisant Rd in terms of environmental and ecological benefits, and benefits to visual amenity and place-making;
- (v) Notes the need for improved provision for genuine avenue tree planting, or at least some staggered planting, to support the growth of large, long-lived trees to serve as effective replacements for the oaks lost. Requests clarification concerning the root available soil volume (RASV) to be provided for highway trees in the form of an indicative section and

strategy for extending the RASV beyond the 2m verges proposed if found to be acceptable on balance;

- (vi) Whilst not expecting a detailed landscaping scheme at this outline stage, requests information on the sort of palette and stock size being considered for highway trees and ecotones, and provides detailed advice;
- (vii) Requests clarification on the precise extent of the works detailed permission is sought for and requests full tree reports to be submitted to refer to the hedgerows and trees to be removed and measures to protect retained trees;
- (viii) Requires a Soil Resource Survey (SRS) and Plan (SRP) to be submitted prior to the submission of any reserved matters application which should be used to inform a detailed landscaping scheme. Notes that subject to the submission of, approval of and compliance with an SRS and SRP, the valuable soil resources at this site should not suffer unacceptable harm, and whilst the agricultural value will be lost and inevitably large volumes of soil will be 'sealed' and lose a large amount of functionality, new value and functionality could be gained in terms of soils supporting the growth of trees, shrubs, wildflower grassland and amenity grassland;
- (ix) Notes that, if the detailed application includes the soft verges on the Llantrisant Road frontage, the treatment of soils will require consideration under an SRS and SRP submitted at this stage, rather than as part of a reserved matters application.

5.8 **The Tree Preservation Officer** provide the following summarised advice in response to the amended submission:

- (i) Queries the 'area of proposed built form, roads and gardens' proposed in the root protection area (RPA) of retained 'A' category oak T1;
- (ii) Notes that the kick about space and play area impinge on the RPA of retained trees, and the need for careful design to prevent harm to trees whilst ensuring usability;
- (iii) Requests clarification of principles to be adopted for extending the root available soil volume for trees proposed along the primary street, with advice provided;
- (iv) Advises that tree protection measures will be required in relation to the detailed highway works, and in respect of landscaping details to support the detailed highway proposals;
- (v) Provides advice in respect of highway tree planting to inform the future discharge of landscaping condition applications.

5.9 The **PROW team**, in their initial comments, provide the following summarised advice:

- (i) There are no PROWs within the application site, but obvious connecting links to the NWC application which appear to be considered;
- (ii) Welcomes the link proposed from the footpath within the green space onto Llantrisant Rd. Queries whether a pedestrian link shown on the NE boundary could provide access for cyclists, whilst ensuring that the footpath adjacent to the woodland is for pedestrians only. Advises that a 7m buffer from the edge of the property boundaries and edge of the tree/hedge will be needed to avoid creating a dark alleyway and risk of antisocial behaviour;

- (iii) Would like the developer to dedicate the proposed network of footpaths as PROW footpaths to ensure the network is maintained and provides continuity across the NWC site and neighbouring areas;
- (iv) Advice is provided in respect of non-legal footpaths (Section 53 Wildlife Countryside Act 1981), section 38 agreements, express dedication (Section 25 Highways Act 1980), creation orders (section 26 Highways act 1980) and creating a shared use path as a right of way footpath, PROW and temporary diversions/stopping up orders.

5.10 The PROW team provide the following additional comments in respect of the amended submission:

- (i) the current layout includes various new footpaths around the site which are located within green corridors around the perimeter of the site and appear to connect well within the adjoining development, as well as to the existing PROW footpath St Fagans 12;
- (ii) The Council will require a Section 25 Highways Act 1980 application to dedicate the footpaths within the site as rights of way, with the Landowner/ Developer to contribute to the costs of the Highway Authority to process the legal order to pay for the advertisement of the notices. This will ensure the network is maintained in future and provides continuity across the North West site and neighbouring areas.
- (iii) The link shown on the Illustrative Masterplan from Llantrisant Rd to the main E-W road should not be dedicated as footpaths, but be adopted under Section 38 to allow cyclists better access into the site.

5.11 **Parks Services**, in their initial comments, provide the following advice:

- (i) The scheme and green infrastructure has a number of positive features, including retention of existing vegetation in green corridors and good footpath networks;
- (ii) Open Space Assessment - Further information is requested to determine the level and function of open space, noting that 1.76 ha of Open Space is required (broken down to 0.22ha play, 1.18ha formal, 0.36 informal). An initial assessment indicates that the total overall provision meets the required total amount of open space and the standard for the play element. Concerns are raised that there is no formal provision (eg pitches), teen provision or allotment provision, which could be addressed by a financial contribution via s106 towards off-site provision;
- (iii) Detailed design advice is provided in respect of on-site open space. It is noted that the main open space benefits from good surveillance, retains mature trees and provides a welcome play area for younger children. The need for well-drained open space, a 20m buffer zone from the play area to properties and space for informal ball games is noted. Advises that the informal open space to the north is not accepted as functional Open Space, notwithstanding its ecological and visual benefits;
- (iv) SuDS and Open Space – It is noted that a storage facility will be sited below the southern SUDS area and in the west of the site, with the need noted to better understand their maintenance requirements, potential limitations eg on planting and proposals in respect of utilities. The extent of flooding and usability of the SuDS needs to be determined to assess its contribution to functional open space;

- (v) Green Corridors – the width of the corridor running along the woodland edge is acceptable and the North South corridor also a good width, but a section is needed of the latter to better understand the extent of space for a footpath and buffer zone. It is accepted that both corridors provide a recreation function. The need to ensure the footpath is not rendered unusable by flooding and water erosion linked to the SuDS is noted. The corridor along the SE boundary is noted to be too narrow to act as functional open space. The need to ensure the alignment of houses provides good surveillance is also noted. Sections to demonstrate levels are requested;
- (vi) Highway tree planting – the planting of trees within 2m grass verges is welcome and it is noted that the layout suggests limited conflict between street trees and properties. The need to avoid conflict with services and ensure sufficient rooting area for trees is noted;
- (vii) Implementation – a phasing plan for construction of open space is requested;
- (viii) Management/Maintenance of POS, SuDS and GI – it is noted that the Council's preferred approach remains unclear, but that any option must allow open public access and ensure maintenance/management of sites in perpetuity. An outline GI Management Strategy is required, followed by a more detailed management plan at a later stage.

5.12 **Parks Services** provide the following summarised comments in response to the amended submission:

- (i) Open Space Assessment - 1.757ha of open space is required, based on 300 properties and an average population per property of 2.41. Based on the 2008 SPG, this would break down into 0.217 ha Play provision, 1.178 ha Formal provision, 0.362 ha Informal provision. The total open space provision of 1.992ha exceeds the required total provision;
- (ii) Allotment provision - as allotments are not provided on site, a financial contribution via s106 of £83,456 is sought to fund 6.6 plots on the wider site, based on a formula of 1800 units = 40 plots. The payment timetable would need to be agreed;
- (iii) Provision of off-site grassland via s106- The Ecologist has advised that between 3ha - 5ha of species-rich grassland habitats should be retained/created in a combination of on and off-site areas, and that the ES Addendum notes that 0.8ha can be provided on-site. The cost estimate per hectare is £15,200 per hectare, plus £750 for soil tests. Three sites for new grassland have been identified - Forest Farm lower meadow (approx 1.5ha), Mayflower Park (between Thornhill Rd and Heol Hir - approx 1.25ha) with Trelai Park making up any balance;
- (iv) Kickabout space and Formal provision - the 60m x 40m kickabout area proposed looks to be unachievable due to tree positions, but 45-50m x 30m seems achievable with some runoff space. Therefore, a condition should seek a minimum well-drained and level grass area of 45-50m x 30m. Whilst this does not meet the formal recreation requirement of 1.179ha, additional off-site payment is not sought as the overall space proposed meets and exceed exceeds the overall requirement;
- (v) South West green corridor - a permanent hard surface path is critical and should be a condition;

- (vi) Play Area - The design and location will need to be agreed at Reserved Matters stage. An area of grass with simple timber equipment, as illustrated, will not be acceptable;
- (vii) Other details - advice is provided in respect of other details required at Reserved Matters stage;
- (viii) Implementation - a phasing plan for the construction of the open space should be secured by condition;
- (ix) Highway Tree Planting - the approach will need to reflect that taken on the Land N&S of Llantrisant Rd scheme;
- (x) Management/ Maintenance - options are for Council adoption with a commuted sum provided or private management through a community or private management company. Any option must allow open public access and ensure maintenance / management of the sites in perpetuity.

5.13 The **County Ecologist** provides the following summarised advice in relation to the initial submission:

- (i) Assessment Methodology - Generally supports the ecological impact assessment methodology and advises that all proposed and advised measures of mitigation, compensation and enhancement should be required by planning condition as part of the Construction Method Statement, and Landscape and Ecological Management Plan. It is noted that there is no assessment of the areas of species-rich grassland, trees and hedgerows to be lost, and that information is also needed of which areas of these habitats are to be retained and where compensatory provision will take place for that which is lost;
- (ii) Designated Sites: International Sites – There are no statutorily designated international nature conservation sites within 2km of the site and no direct effect is envisaged. Notes that, as set out in the Habitats Regulations Appraisal of the deposit LDP, there may be indirect effects upon international sites further afield. The outcome of that HRA was that the deposit LDP was not likely to have a significant effect upon any international sites, with the conclusion dependent on other policies elsewhere in the deposit LDP which would serve to counteract any adverse effects arising from development guided by the deposit LDP. It is noted that the implementation of LDP policies designed to provide and protect public open space throughout Cardiff (Policies KP3, EN4, C3) would serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC. Advises that we can adopt the outcome of the HRA of the LDP as the outcome of an HRA of this application, and thereby conclude that there is not likely to be significant effect upon any European site as a result of this application and that no further action is required in respect of the HRA or consideration of internationally designated sites;
- (iii) Designated Sites: Sites of Special Scientific Interest – NRW to comment;
- (iv) Designated Sites: Site of Importance for Nature Conservation – Notes that the site adjoins the Coed y Trenches SINC designated as planted woodland on an ancient semi-natural woodland site and advises that access should be as sensitive as possible and that he supports the proposed measures. Notes that provision of access into woodland SINCS is invoked in the HRA of the deposit LDP as a means of offsetting any

- potential impact on the Cardiff Beech Woods SAC caused by increased recreation. Recommends a standard condition to protect the SINC;
- (v) European Protected Species: Dormice - Does not accept that it can be concluded with certainty that dormice are absent from the site, but is satisfied that the population is low, transient or perhaps non-existent and accepts no specific mitigation measures, noting that the retention of woodlands and measures to maintain connectivity and reduce fragmentation will also benefit any dormice. Notes the site supports suitable dormouse habitats so as part of a Construction Method Statement or similar, and asks for precautionary mitigation measures to avoid harm in relation to timing of ground clearance and removal of stumps and roots, which should be built into an EPS Mitigation Strategy as recommended by NRW;
 - (vi) European Protected Species: Bats – Accepts the methodology and results of the bat surveys and is satisfied that the bat flight and building and tree inspections were carried out appropriately. Welcomes the undertaking to re-survey retained trees which have been identified as having some bat roost potential should it become necessary to remove them. Raises concern over the large Oak tree T1 which appears to be proposed for removal, but which was not surveyed and seeks clarification on the status of the tree and when it is likely to be surveyed. Seeks the view of NRW as to whether they would be likely to grant a license for works to the building with the soprano bat roost. Recommends a condition to secure and implement a lighting scheme to minimise disturbance to bats and other nocturnal species;
 - (vii) European Protected Species: Great Crested Newts – Generally supports the methodology and conclusions of the GCN survey and assessment. In relation to construction works in GCN terrestrial habitat which require an EPS license, advises that the LPA should seek the views of NRW as to whether they would be likely to grant a license for those works;
 - (viii) Reptiles – Has a number of minor concerns about the methodology used to survey for reptiles, which reduce their confidence in the survey. Whilst acknowledging that the vast majority of the site is unsuitable for reptiles, there are areas of scattered scrub around the old buildings and along some south-facing field margins which may be of use for reptiles, so it is important that these were surveyed properly. Is concerned that the population of slow-worms may have been underestimated, but accepts that based on the limited extent of suitable habitat on site, that it is probably within the ‘low’ population size class. Is also concerned that Grass Snakes may not have been detected due to the survey concerns, but advises that it is probably the case that the site is used by small numbers on a transient basis. Generally accepts the mitigation measures proposed, but is concerned that a receptor site for any translocated animals has not been established other than ‘suitable adjacent habitat to the west’, and advises that Coedy Trenches woodland does not constitute a suitable site for reptiles. Seeks assurance prior to determination that a secure long-term receptor site has been identified;
 - (ix) Badgers – supports the precautionary mitigation measures set out in the ES.
 - (x) Birds – Recommends a condition to protect nesting birds;

- (xi) Grassland Habitats – Continues to have concerns about the conclusions drawn from the NVC surveys, but accepts the principle that a financial contribution towards the management of other grassland in the area could be made. Advises that a loss of 3.3 to 5.0ha should be compensated for, noting that the financial contribution and site to which it is directed must be agreed prior to the determination of the outline application and secured via s106 Agreement;
- (xii) Pollinators – Advises that every effort should be made to allow wildflowers to develop on greenspaces, which should be identified on the ‘Landscape and Open Space Strategy’;
- (xiii) Enhancements – The proposal entails the loss of greenfield habitat. Whilst opportunities to compensate directly for this loss are limited, there are opportunities for indirect compensation for the wider impact on these species. Advises that nesting/ roosting opportunities for birds and bats should be built into new build and the ‘Landscape and Open Space Strategy’ amended accordingly;
- (xiv) Data ‘Shelf-life’ – Survey work which is more than 2 years will be regarded with caution. Recommends a condition requiring that bat surveys be repeated if more than 2 years elapse between the most recent survey and removal of any potential bat roost feature.

5.14 The County Ecologist provides the following summarised advice in relation to the amended submission:

- (i) Welcomes the consideration given to retaining a strong green infrastructure network, noting there are strong multi-functional green links east/west and north/south across the site;
- (ii) Raises a ‘minor concern’ that a hedgerow is proposed within the inner edge of the ecotone in places, noting they would not normally be part of an ecotone, but noting that if separated from the inner edge of the ecotone by a footpath then he would not necessarily have any objection;
- (iii) Welcomes the proposal to provide a reptile mitigation strategy by condition, noting that it should be possible to provide adequate mitigation on site without the reliance on the field at Rhydrafar Farm and provides detailed advice on its scope;
- (iv) Raises concern that much of the proposed reptile habitat will be shaded and of reduced suitability and that the locations of the hibernacula are wholly inadequate due to shading, noting the need to explore the potential along the south-facing boundary in the reptile mitigation strategy;
- (v) Reiterates his view that he has low confidence in the results of the reptile survey, but accept that the slow-worm population is probably within the ‘low’ population size class. He remains concerned that the presence of Grass Snakes on the site may not have been detected to the survey concerns, but again notes that it is probably the case that the site is used by small numbers on a transient basis. Advises that a reptile mitigation strategy should include a contingency for the event that the population exceeds that anticipated;
- (vi) Provides detailed advice re the timeframe for translocation and reptile mitigation, with preference for Spring not late summer/Autumn;
- (vii) Welcomes the undertaking to fund off-site compensation for the loss of species-rich grassland habitats, but does not accept the proposal to

provide 'up to 3ha of grassland', advising that between 3 and 5ha should be retained/created, in a combination of on and off site areas, and that the submission should be amended to read 'at least 3ha of species-rich grassland';

- (viii) Does not accept the proposal to amend the ES to the effect that it is inevitable that the current grazing regime in field F4 will continue to degrade the habitats present, as there is no evidence that this level of grazing is permanent or that loss would be permanent, and that were grazing to cease there is every chance the grassland habitats would recover their species richness. In any event, the removal of Field F4 from the calculation of grassland lost does not take the amount below 3Ha, as the grassland of F5 alone is about 3.3ha;
- (ix) Welcomes the proposal to include bat bricks in new buildings and provides advice on numbers;
- (x) Confirms he would have no concerns about the infilling of the ditches, that cross the site in a north south direction, noting that whatever habitats they support will be picked up by previously agreed mitigation measures.

5.15 In response to the initial submission, **Drainage Services** requested detailed additional information to help determine the drainage strategy for the site (including a Hydrological Impact Assessment), raising a number of concerns, including the proposed depth of storm storage on the open space, the proposed stopping up of 3 no watercourses and need for Ordinary Watercourse Consent, the need to demonstrate protection of the development from higher elevations, that the developers appear not to have formally considered using infiltration and have not undertaken any infiltration testing, the need to demonstrate its viability and the need for the developers to match post development with predevelopment greenfield rates.

5.16 Drainage Services provide the following advice in relation to the amended submission:

- (i) Confirm their agreement with the Hydrological Impact Assessment (HIA) in principle and, most importantly, that the site has a viable option for the discharge of surface water;
- (ii) Understands there is no interaction with the catchment to the north of Llantrisant Rd and that, as the site is bounded by the watercourse to the south, it can be considered in its own right;
- (iii) Notes that they have previously raised concern with the stopping up of watercourses on the site, noting that the westerly most ditch will remain and that the 2 others will be infilled. Confirms that as there is no connectivity to the wider catchment and that there is no discernible flow within the ditches, they will not require ordinary watercourse consent for their stopping up and that they have no objection to this;
- (iv) Notes that the applicant has indicated that the management of surface water for the proposed residential development will be managed via a sustainable drainage system and existing watercourse;
- (v) Confirms that they have reviewed the information provided and that there is agreement in principle for the discharge of the site to a watercourse as a viable option. Advises that future works will include an assessment for the viability of infiltration, either for the discharge of surface water for the

entire site, or in the capacity of infiltrating at least part of the post development volumes, which would only serve to improve the attenuation requirements. Advises that the information currently provided is based on ICPSUDS greenfield runoff calculation and there will be the requirement for a more robust investigation, likely using the REFH2 estimation methods;

- (vi) Advises that the applicant has confirmed that there is the commitment to control up to the 1 in 30yr return period within underground tanks proposed for adoption by DCWW and attenuation up to the 1 in 100 yr return period +30% within an area of above ground storage, without impacting on protected areas or areas of public open space;
- (vii) In summary, confirms that there is a viable and sustainable option for the drainage of the site and protection of hydraulically connected onsite water bodies with the restriction to greenfield values ensuring that there will be no flood risk posed to on and off site receptors. The drainage details submitted in respect of the above application will need to address a number of technical points during the development of the detailed design to ensure that they satisfy current requirements in respect to flood risk management;
- (viii) Conditions are recommended to control surface water drainage and an advisory note recommended with respect to ordinary watercourse consents.

Drainage Services subsequently confirmed that they are happy with the recommended surface water condition.

5.17 **Waste Management**, in their initial comments, provide the following summarised advice:

- (i) Access for refuse vehicles is a main concern. Vehicle tracking will be required to show that the largest refuse collection vehicle can enter and exit the site in a forward gear, with the main concern being the secondary roads which will require a turning space to allow the refuse vehicle to exit this road in a forward gear;
- (ii) All properties will be required to present their waste kerbside which must be no further than 25m from the dwelling. The vehicles are unlikely to be able to travel down the private drives and, therefore, the occupants of these properties must not have to travel further than 25m to present their waste. This should be considered when designing the layout;
- (iii) It is not advisable for block paving to be used on roads which will be utilised by RCVs as subsidence can often occur, leading to large maintenance costs;
- (iv) Advice is provided on bin requirements for each house and flat and the provision of litter bins, to be secured though a financial contribution via s106, and the detailed design of refuse facilities.

5.18 **Waste Management**, in response to the amended submission, note the amendment to the road layout and advises that details of turning heads, including swept path analysis, will need to be submitted at reserved matters stage.

- 5.19 **Pollution Control (Noise)**, in their initial comments, recommends a condition to control road traffic noise to habitable rooms. It is noted that the noise report submitted as part of the ES provides information for the suitability of the site in terms of meeting the TAN 11 requirements, but notes that the recommended condition builds on the data to ensure that at the detailed design stage suitable façade design is considered to ensure the internal noise requirements are met, in line with the updated WHO guidelines. It is noted that this is expressed in the report by stating that some facades will require additional attenuation in terms of noise exposure and the condition is recommended to ensure details of the specification is agreed prior to commencement. In response to the amended submission, Pollution Control (15/8/16) recommend a condition to control road traffic noise and an advisory notice in respect of construction site noise. It is noted the assessment within the ES meets their requirements, but must be conditioned.
- 5.20 **Pollution Control (Land Contamination)**, in their initial comments, advise that they agree with the consultants conclusion that, given the lack of significant past contaminative land use, there is limited likelihood of contamination being present. They note that that the consultant indicates that there could be potential contamination from the existing property, in terms of potential fuel storage, but the site walk overs did not identify any above ground tanks etc and the potential for asbestos containing materials in the derelict buildings, which would be addressed in the demolition phase. Based on the assessment provided, Pollution Control request conditions to control unsuspected contamination, imported soil and imported aggregates. Advisory notices are commended in respect of radon gas protection and contamination and unstable land. In response to the amended submission, Pollution Control confirm that they have no additional comments to make in terms of land contamination.
- 5.21 **Pollution Control (Air Quality)** advise that they have reviewed with Air Quality Assessment and Transport Assessment used as part of that assessment. They advise they agree with the assessment of likely construction impacts on air quality and encourage the developer to adopt the mitigation measures detailed and an appropriate Construction Management Plan. They note they have some reservations in respect of the operational impact of the development on air quality and ask the developer to address the following issues:
- (i) *The consultant has detailed that for Urban Background NO2 data they have used 'urban background' concentrations from sites in the Vale of Glamorgan with the best representative site being Cambrian Caravan Park in Wenvoe. I would question whether this is truly representative of the Urban Background concentrations for the site/ Cardiff. Cardiff Council has a number of diffusion tubes in urban background areas, (3 co located on the AURN which has been used for the PM10 urban Background). I would therefore request whether further modelling be undertaken using more representative locations/ results.*
 - (ii) *I am not fully certain the full impact on the Llandaff AQMA has been assessed, as the nearest receptor modelled to this AQMA boundary is >500m away (22 Llantrisant Rd). Ideally the impacts of the development on a receptor location within the AQMA itself should be provided to ensure that concentrations of nitrogen dioxide are not worsened by this*

development, which could inhibit the development and implementation of an Action Plan for the AQMA.

- (iii) *The Transport Assessment states that in 7.4 that the assessment has been based on the Council's aspiration a 50:50 modal split with regard to passenger transport, and this appears to have been assumed as part of the input to the air quality modelling. It would help inform and provide reassurance with regard to the sensitivity of local air quality impacts if a range of modal splits were included in the modelling.*
- (iv) *Whilst the consultant has indicated the traffic flow assessment takes into account strategic sites C, D and E and thus the cumulative impacts have been considered, I would question whether the potential effects of the proposed housing development at the BBC Wales HQ site should also be included;*
- (v) *I note that no additional monitoring (diffusion tube surveys) have been undertaken by the Consultant in terms of verifying the computer modelling. Ideally given the scale of the development, and the proximity to the Llandaff AQMA, the applicant should be encouraged to commission monitoring for at least 6 months, (preferable 12) to fully verify the conclusions of the AQ Assessment prior to commencement of development. This would ensure that the conclusions are valid and that no mitigation measure to reduce the impact of the development would be required. It is better and easier done at the design stage rather than after development has commenced.*

It is noted that the development may place an additional burden on the Council's resources in terms of additional and ongoing air monitoring, review and assessment required by statute, and request a financial contribution via s106 for £1500 to fund additional nitrogen dioxide monitoring in the immediate area over a five-year period and additional review and assessment activity.

5.22 In response to the amended submission, Pollution Control confirm that, having reviewed the additional comments and air quality assessment work, they are satisfied with the conclusions. Their previous request for a financial contribution towards air quality monitoring is restated.

5.23 The **Operational Manager Transportation** provides the following advice in respect of the amended submission:

- (i) ***Transport Assessment and TA Addendum*** - *Dialogue has been ongoing between the Councils Transport officers and the developer / agent for a number of months including a number of meetings to address issues associated with the proposed spine road, access and connectivity within the site. The Council had previously raised concerns relating to the method of control of the new access, together with carriageway width and cycle and bus provision. The developer has sought to address these issues through the application supporting documentation (Transport Assessment Addendum July 2016) as submitted;*
- (ii) ***Traffic Assessment*** - *The submission relies on the assessment work which has been submitted as part of the wider Strategic Site C and which has not been signed off to date by the Council. Officers have undertaken a check of the data provided against that submitted in support of 'Land North and South of Llantrisant Road' in terms of the survey information*

provided and it is considered that the existing traffic flows are similar and within acceptable limits. Whilst the traffic flows for this parcel of development are accepted as being representative of the proposals that have been put forward within this application, the full demand assumptions will be required to be revisited when the remainder of Strategic Site C is being considered in full (which may necessitate additional mitigation measures to those currently featured in the emerging North West Corridor Programme). Officers have raised this previously on the 'Land North and South of Llantrisant Road' and 'Land South of Pentrebanne' applications and this still remains the case. Notwithstanding the above, it is considered that the proposed mitigation measures and infrastructure improvements are making an effective contribution towards delivery of the emerging North West Corridor Programme sufficient to allow this site to come forward for development;

- (iii) Proposed Site Access - Since the original submission, the proposed site access has been redesigned to provide a section of enabling infrastructure along this corridor. The signalised junction arrangement will be available for all traffic in the short term in order to serve this development. Once the spine road connection through to the main Strategic Site C has been established and appropriate trigger has come into operation, this junction will be available for buses and emergency service vehicles only, as required by the Council. The junction has been designed such that minimal changes will be necessary in order to convert this to a 'bus gate' at the appropriate time. The access and highway improvement scheme has been discussed with Transport Officers prior to submission of the TA Addendum.*

The following comments are taken from discussions and listed below to inform further amendments to the scheme:

- Details required of proposed method to advise cyclists of end of facility and for safe transfer to the carriageway (interim situation prior to Strategic Site C linking to the cycleway);*
- Redesign of the signal maintenance bay to include: relocation further south to avoid the advance cycle area; dropped kerbs to allow cyclists to transfer from carriageway to westbound cycleway;*
- Cross Section required of Llantrisant Road for the general arrangement drawing;*
- Cycleway realignment: the cycleway around the landscape/tree area to the west of the proposed access junction is designed with tight turns. A longer more gradual route around this is suggested. This will result in slightly more area to the west included within this retained green space;*
- The CCTV / Control Cabinet should be relocated south and just to the west of the footway between the maintenance bay and the cycleway;*
- LED Lightning specifications from Strategic Site C should be obtained and followed.*

It is considered that the above will require an amended plan to be submitted and therefore in order to secure this an appropriately worded condition is included within my recommendation.

- (iv) Llantrisant Road - The proposal will provide 2.0 metre wide footways and 3.2 metre wide segregated cycle ways along the frontage of the site on Llantrisant Road which will, in future, link to the wider strategic site. The proposed crossing facility to the west of the site access will be provided as a raised table which includes installation of all necessary channels and equipment to be upgraded to a zebra crossing in the future. The costs associated with converting the raised table to a zebra crossing and the monitoring of traffic flow and speeds should be met by the developer through the S278 Agreement;
- (v) Public Transport - Public transport improvements include the provision of two new bus stops on Llantrisant Road for travel in each direction. It was discussed that originally four bus stops were appropriate and the developer team believe two would be adequate. The requirement is that the proposed development plots are within 400 metres walking distance of a bus stop. It was advised at the meeting that this could be demonstrated, albeit with a minor number of properties just outside of this distance. A plan demonstrating that this was achievable was requested, this is still outstanding. The proposed bus service enhancements should be funded by the developer. In line with the other strategic sites this should be fully funded for 5 years secured by appropriate S106. The cost of this should be £150,000 per year for five years, a total of £750,000;
- (vi) Sustainable Transport Commitments - A Transport Implementation Strategy and Travel Plan were requested by officers, which have been submitted together with the Addendum. The Travel Plan unfortunately follows the Transport Assessment in reporting site accessibility. The site is not located close to any day-to-day facilities in terms of walking distance with the nearest being over 2 kilometres. [NB The Spar shop was not open at the time these comments were made.] The nearest rail station is around 3 kilometres walking distance and unlikely to attract walking trips. The Travel Plan sets out potential measures over that which are proposed as part of the new junction arrangement and the Llantrisant Road improvements. It is disappointing that the document does not include specific commitments or measures as would have been expected for a site located such as this is. The potential measures however are listed below:
- Travel Plan Co-ordinator;
 - Free or discount travel for a trial period on local bus services. It is recommended that in line with the other Strategic Site, free annual bus passes are provided, at least one per household;
 - Formation of a bicycle user group to pair new and inexperienced cyclists;
 - Cycle training;
 - Bike doctor sessions;
 - A cycle voucher to be used towards bike purchase;
 - Walking route maps;
- It is suggested that in addition to the above, the following should be included as part of the Travel Plan package in line with the principles that have been established through the other early North West applications:
- Residential travel pack upon occupation, this would include all the sustainable travel options and plans. The pack would include the

annual bus service pass and the bicycle voucher. Cycle Voucher with each household travel information pack;

- *A Transport Planning Co-ordinator to be employed and in place prior to first residential occupation;*
 - *First Travel Plan Survey / Baseline Survey to be undertaken within 3 months of 'meaningful' occupation;*
 - *Finalised Travel Plan agreed within 6 months of 'meaningful' occupation;*
 - *Transport Planning Co-ordinator to be provided continuously for a minimum of 10 years at the developer's expenses. Following this period, the skills will be shared and passed onto local community members;*
 - *Annual Surveys to be undertaken for 10 years and formal commitment to achieve a 70% response rate on surveys;*
 - *A Travel Plan reserve fund for 'fighting' failures or shortcomings through the monitoring period, £10k set aside and held for appropriate intervention measures;*
 - *Provision of cycle parking at Radyr and Danescourt rail stations.*
- (vii) *Collision Analysis - The analysis submitted within the original TA which included data from Crashmap has been superseded within the TA Addendum by data obtained from the Councils database and as such the information and conclusions drawn are accepted by officers;*
- (viii) *Independent Audit - An independent audit has been provided and we have reviewed the findings of this work. The Audit suggests that contributions are sought which are appropriate to enable interim highway measures for pedestrians in advance of Plas Dwr. It also recommends the TAN 18 work in the Addendum is expanded to confirm what measures are required for new residents to safely access local facilities on foot, prior to the development of Plas Dwr. The Audit considers the method of comparing Goitre Fach traffic data to Land North and South of Llantrisant Road data as appropriate;*
- (ix) *Pedestrian and Cycle Improvements within the site - Within the site, although subject to a reserved matters application, the main pedestrian and cycle routes are secured via the amended parameter plans and these will ensure that legible routes are provided within the layout which will link into the wider Strategic Site C when this comes forward. The cycle route that runs adjacent to the spine road will be segregated in accordance with those principles that have been established for all of the major Strategic Sites, i.e. Spine Route through the site: this has been agreed as a minimum of 6.3 metres. A cycleway with a minimum width of 3.0 metres will be provided along the eastern side of the carriageway together with 2.0 metre footways either side of these routes. This arrangement is accepted in principle by officers, although a further detailed plan will be required in order to demonstrate how the spine road will connect to the main strategic site, including details relating to how the segregated cycle way will interface with junctions along the length of the route. This will be secured by way of a condition;*
- (x) *Legal Agreements - The highway layout plan for which detailed planning permission is sought will be required to be amended in order to address those comments/issues raised above. Whilst the principle of the*

arrangement is accepted, details of the layout will be secured by way of an appropriately worded condition. These works will then be subject to a S278 Agreement and associated Technical Approval Process.

Those roads that lie within the site the detail of which will be agreed at the reserved matters stage would be adopted by the Council by way of a Section 38 Agreement and associated Technical Approval Process;

- (xi) **Conclusion** - Having reviewed the submitted Transport Assessment, TA Addendum and amended plans, it is considered that the traffic flows and traffic modelling for this site, i.e. the transport impact for this scale of development (up to 300 dwellings) has been adequately addressed and that the proposed mitigation (physical works and S106 financial contribution) is sufficient to enable the proposal to come forward and to increase the sustainable travel credentials of the site in the interim period, prior to the wider site coming forward. This conclusion does not prejudice delivery of the remainder of this strategic site or any of the other strategic sites along the North West corridor and which are included within the Local Development Plan. However, officers do recommend that the full demand assumptions for the North West Corridor be revisited when the wider Strategic Site C is being fully considered, which may necessitate additional mitigation measures to those currently featured in the emerging North West Corridor Programme.

- (xii) **Responses to third party objections**

Llantrisant Road

The Council's emerging North West Corridor Programme sets out the transport interventions the Council considers necessary to support the implementation of the Local Development Plan and help achieve the LDP city-wide 50:50 modal split target from it's boundary with Rhondda Cynon Taff extending to Cardiff City Centre. This includes the location of proposed bus lanes / bus priority measures together with proposed foot and cycleway provision. The strategy identifies where the Strategic Sites along this route are located, i.e. C, D and E and shows how it is intended that they will link with the wider transport network both now and for the length of the Local Development Plan period, i.e. 2026.

As such, in accordance with Policy KP 2 (C), Llantrisant Road will through the plan period be improved along it's length particularly adjacent to where the Strategic Development Sites are located in order to ensure that the necessary transport infrastructure is provided to support development.

Footways along Llantrisant Rd

To the frontage of the site the proposals will deliver a significant section of continuous footway and cycleway provision, along the NW Corridor. However, for the section of Llantrisant Road that lies beyond the site pedestrians would in the short to medium term rely on the existing footway provision which is currently available. Cyclists would re-join the carriageway. Generally the pedestrian route continues along the south side of Llantrisant Road, before crossing at the junction to the golf course where it then continues along the north side of Llantrisant Road to Clos Parc Radyr. Whilst the width of this provision varies it is accepted as representing an interim measure/solution, until the relevant phases of the wider Strategic Site C come forward. It is therefore considered that S106 Contributions should be targeted at other improvements, i.e. the cycling

measures between Waterhall Roundabout and Cathedral Road/Penhill Road Junction, and towards Bus Service Provision in order to improve the sustainability credentials of the site and in order to provide necessary enabling infrastructure.

Llantrisant Road (National Speed Limit)

Under the proposals, the existing speed limit to the frontage of the site will be reduced to 30mph.

Sustainability of Development

The focus of the Major Strategic Sites and this third early application is to encourage a modal shift for new residents. It is not considered that this development coming forward ahead of the main Plasdwr development would necessarily prejudice delivery of a step change in travel patterns. The proposals will deliver a package of improvement measures to Llantrisant Road including a signalised junction arrangement, which will in the future be available only for buses and emergency service vehicles to use. The development is making a significant contribution towards walking, cycling and public transport infrastructure, including funding for bus services for a period of 5 years. In addition, it is making an off-site financial contribution towards off-site infrastructure works.

Proposed Access

The originally proposed priority junction has subsequently been amended to a signal controlled arrangement, and, therefore, does not conflict with the strategy for Llantrisant Road in terms of future proofing. Whilst no bus priority is included within the junction layout, this will be amended in the longer term (as above) in order to accommodate bus movement only, once the spine road link has been made through to the main strategic site and an alternative means of access by private car is available for use. The timing/trigger for this will be agreed through the S106 Agreement.

Modal Split / Shift (50:50)

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

Transport Assessment

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

Programme.

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

Bus Services

Funding for bus services will be secured via the s106 Agreement and the sum requested is considered appropriate and reasonably related in scale. This will be put in place upon beneficial occupation so that this sustainable travel option is available from the outset.

Network Rail

Comments have been received from Network Rail stating that there would be significant increase at the St Fagans level crossing sufficient to warrant mitigation. No evidence to support this statement has been submitted to date by Network Rail. The provision of cycle parking at Radyr and Danescout rail stations can be secured through the Travel Plan / S106 Agreement. The routing of construction vehicles can be controlled, where reasonable, through the recommended Construction Environmental Management Plan.

Rhondda Cynon Taf (RCT)

RCT's objection is based upon concerns relating to the impacts of the proposals upon the RCT area and that the application offers no specific measures or financial contributions for improving links to RCT. There is a concern that the cumulative impact of additional traffic from the development on the A4119, both east and west bound will be detrimental to existing commuters and public transport services that link Talbot Green with Cardiff.

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

- *The application site represents a third, relatively small, portion of the larger site which it forms part of and the other developments proposed along the North West Corridor.*
- *The package of mitigation measures which will be delivered through the S278 and S106 Agreements and will:
 - i. *address local impacts of the development along Llantrisant Road through the provision of measures to improve road safety and support active travel in order to contribute towards LDP Policy KP 2 (c).*
 - ii. *contribute towards bus service provision for a period of 5 years.*
 - iii. *through infrastructure secured through the Section 278 and S106 Agreements, enable the main site to come forward in the future and enable further transport mitigation measures where there is evidence to demonstrate these are necessary and where they satisfy the tests in the tests of Regulation 122 of the CIL Regulations (2010).**

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

Whilst raising concerns, RCT's response does identify specific transport measures in their area (totalling £3,536,583), which could form part of the mitigation package. However, it does not include any robust evidence to

demonstrate the impact of this development upon those lengths of road and junctions being put forward for improvements. Therefore, it is not considered that the mitigation measures sought by RCT could satisfy the tests of Regulation 122 of the CIL Regulations (2010) in respect of being necessary to make the development acceptable in planning terms, being directly related and fairly and reasonably related in scale and kind to the development.

Notwithstanding the above, the issue of cross boundary transport improvements connecting to RCT will be revisited when considering the main Strategic Site C in the whole as officers have stated previously in the case of 'Land North & South of Llantrisant Road' and 'Land South of Pentrebane Road' planning applications. This would then involve the relevant officers from both Cardiff and RCT working together in order that any schemes / mitigation measures identified by RCT can be fully considered;

- (xiii) **Recommendation** - *On the basis of the above, I can confirm that Transport would have **no objection** to this proposal, subject to the following Conditions, Recommendation and S106 Matters being included / secured. (Conditions are recommended to control car and cycle parking, phasing, to require full engineering details of the main site access, reserved matters access, the provision of roads prior to occupation of dwellings and a Construction Management Plan.)*
- (xiv) **Legal Agreements** - *That the highway improvement works as conditioned above (and any other works) which relate to the existing or proposed adopted highway are to be subject to an agreement under Section 38 and / or Section 278 of The Highways Act 1980 between the developer and Local Highway Authority.*

S106 Matters:

- (xv) **North West Corridor Programme** - *The North West Corridor Programme sets out the transport interventions the Council considers necessary to support the implementation of the Local Development Plan and help achieve the LDP city-wide 50:50 modal split target from it's boundary with Rhondda Cynon Taff extending to Cardiff City Centre. This includes the location of proposed bus lanes / bus priority measures, together with proposed foot and cycleway provision. The strategy identifies where the Strategic Sites along this route are located, i.e. C, D and E and shows how it is intended that they will link with the wider transport network both now and for the length of the Local Development Plan period, i.e. 2026. Therefore, the developer to be advised that they will be required to contribute towards those works identified in the Council's emerging North West Corridor Programme in order to provide a continuous route for pedestrians / cyclists and buses along the A4119 and connecting to its boundary with Rhondda Cynon Taff. The total figure currently calculated along this route is circa. £21.5 million.*
- A sum towards this is considered necessary in terms of this part of Site C contributing towards enabling infrastructure which, together with those improvements secured under the previous two earlier applications (and that which will come forward under the wider site), will provide a significant part of the continuous pedestrian and cycle link along the North West Corridor, together with contributing towards the Council's Telematics*

infrastructure which will be required to manage the future operation of the highway network. This figure to be **£537k** and secured by way of a S106 Agreement for the provision of cycling measures – between A4119 Waterhall Road Roundabout and Cathedral Road / Penhill Road Junction (£287k) and for a contribution towards the provision of a length of Telematics ducting/fibre to connect to the new signalised junction at Heol Isaf / Llantrisant Road Junction from Western Avenue (£250k) which is being delivered by the Land North & South of Llantrisant Road permission. This is considered to be necessary enabling infrastructure.

(xvi) **Bus Service Provision**– That a subsidy be secured from the developer towards the provision of a bus service serving the new Bus Stops immediately adjacent to the site on Llantrisant Road, for a period of 5 years linking the site to the centre of Cardiff. The developer shall provide the Council with written evidence of payment of the contribution. This sum to be £750k and secured by way of a S106 Agreement with timescale for delivery to be agreed by the Local Planning Authority in writing.

(xvii) **Future Bus Gate / Access** – Appropriate provision to be included in the standard transfer of housing units within the development as below:
“a resident would have a private right of way with or without vehicles over the estate roads within the development until adoption except that in relation to the bus lane section [shown on a plan] where such private rights (and any public rights following adoption) shall cease as from the date when the spine road connection [shown on a plan] becomes available for use.”

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

The following list of commitments has been included within the submitted Travel Plan and will be secured via the S106 Agreement where they are not secured above through the S278 Agreement:

- Travel Plan Co-ordinator.
- Free or discount travel for a trial period on local bus services. It is recommended that in line with the other Strategic Site, free annual bus passes are provided, at least one per household.
- Formation of a bicycle user group to pair new and inexperienced cyclists.
- Cycle training.
- Bike doctor sessions.
- A cycle voucher to be used towards bike purchase.
- Walking route maps.

- *Residential travel pack upon occupation, this would include all the sustainable travel options and plans. The pack would include the annual bus service pass and the bicycle voucher. Cycle Voucher with each household travel information pack.*
- *A Transport Planning Co-ordinator to be employed and in place prior to first residential occupation.*
- *First Travel Plan Survey / Baseline Survey to be undertaken within 3 months of 'meaningful' occupation.*
- *Finalised Travel Plan agreed within 6 months of 'meaningful' occupation.*
- *Transport Planning Co-ordinator to be provided continuously for a minimum of 10 years at the developers expenses. Following this period the skills will be shared and passed onto local community members.*
- *Annual Surveys to be undertaken for 10 years and formal commitment to achieve a 70% response rate on surveys.*
- *A Travel Plan reserve fund for 'fighting' failures or shortcomings through the monitoring period, £10,000 set aside and held for appropriate intervention measures.*
- *Provision of cycle parking at Radyr and Danescourt rail stations.*

5.24 No responses to date have been received from the Council's Access Officer. Any comments received will be reported as a late representation.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 **The Planning Directorate, Welsh Government** advise that they have not had any call-in requests for this application.

6.2 **The Natural Environment and Agriculture Team, Welsh Government** advise that the LDP Inspector considered the loss of Best and Most Versatile agricultural land and found the LDP to be sound and that, as such, they have no comment to make.

6.3 **The Transport Division, Welsh Government** as the Highway Authority for the trunk roads and motorway in Wales has no objections to the proposed development, as originally submitted or amended, as the site is relatively remote from the trunk road network and no direct access is proposed to the trunk road network.

6.4 **Cadw**, in advising on impacts of scheduled monuments or registered historic parks and gardens, provides the following summarised advice:

- (i) Llwynda-Ddu Camp scheduled monument –whilst the proposed development will have an adverse impact on the setting of the monument, this will not be significant;
- (ii) Cooking Mount East of Taff Terrace and Mellingriffith Water Pump – views towards the development are blocked by existing development and vegetation and the development will not have an impact on their setting;
- (iii) Battle of St Fagans – it is unlikely that the development will have a significant impact on either the fabric or setting of the battlefield, whilst

noting that the full extent of the battlefield is not fully understood and sites of associated encampments and skirmishes unknown.

- 6.5 Responding to the amended submission, Cadw note that reports of archaeological geophysics and evaluation have been submitted, that this work has produced no information of any archaeological features likely to be of national importance and advise that their previous advice remains valid.
- 6.6 **Glamorgan Gwent Archaeological Trust**, in their initial comments, provide the following summarised advice:
- (i) The proposal has an archaeological restraint;
 - (ii) The desk based assessment submitted indicates that the farm has a medieval origin, as well as identifying ridge and furrow which may be medieval in date and notes the potential for currently unknown buried archaeological remains and indicates the need for suitable mitigation;
 - (iii) They broadly agree with the conclusions, but do not agree that archaeological evaluation work could be carried out as part of a suitably worded planning condition, taking into consideration PPW para 6.5.2;
 - (iv) The applicant should be requested to commission suitable archaeological evaluation work prior to the determination of the application.
- 6.7 Glamorgan Gwent Archaeological Trust provide the following summarised advice in response to the amended submission:
- (i) The proposal has an archaeological restraint;
 - (ii) A geophysical survey has now been undertaken which allowed for targeted evaluation trenches, and 11 trenches excavated with no significant features or structures noted with the exception of an undated ditch and land drain;
 - (iii) Due to ecological constraints – specifically the presence of Great Crested Newt habitat in the vicinity of the farmstead, three of the evaluation trenches were not excavated, to the extent that it remains the case that the farm may have a medieval origin and for associated remains to be present. As a result of this and the potential medieval ridge and furrow identified, appropriate mitigation measures are needed to protect such assets;
 - (iv) A condition is recommended to require the applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource. Advice is provided on the scope and standard of the work required.
- 6.8 **Wales and West Utilities**, in response to both the initial and amended submission, provide a plan showing their gas mains in the area (comprising a medium pressure gas main along Llantrisant Rd), advising that the developer must not build over any of their plant or enclose their apparatus.
- 6.9 **South Wales Fire and Rescue Service** advise that the developer should consider the need for the provision of adequate water supplies on the site for fire fighting purposes and access for emergency fire fighting appliances, and provide detailed advice.

- 6.10 **South Wales Police**, in response to the initial submission, confirm they have no objection, welcoming the fact that the developers have tried to maximise surveillance in layout and design and provide detailed design advice. In responding to the amended submission, SWP confirm they have no objection and welcome the proposed layout which affords for good levels of surveillance from housing frontage to street and pedestrian routes. Further advice is provided on measures to address all community safety matters at reserved matters stage.
- 6.11 **The Coal Authority** has no observations to make, noting the application does not fall within the defined coalfield.
- 6.12 **The Health and Safety Executive** (29/2/16) advise that the development does not lie within the consultation distance of a major hazard site or major accident hazard pipeline and that they do not need to be consulted on any developments within the site.
- 6.13 **Natural Resources Wales** (NRW), in their initial comments, provide the following summarised advice:
- (i) they do not object providing a min 15m ecotone is provided along the western/southern boundary and conditions are attached to secure: the ecotone, a European Protected Species Mitigation and Monitoring Strategy, a Habitat management Plan, a Lighting Plan and a Construction Management Plan. Detailed advice on the scope of the above is provided;
 - (ii) European Protected Species: Great Crested Newts – note there are no ponds within the application site, but that a GCN was found in field 4 (western-most field) during the reptile surveys and advise the site provides some suitable terrestrial habitat for GCN. Bats – surveys found a non-breeding roost of soprano pipstrelle bats in the farmstead (building B1) and that trees T2 and T3 supported non-breeding roosts of nocturnal and common pipstrelle bats, noting that building B1 will be lost, as will some trees identified as having moderate potential to support roosting bats along Llantrisant Rd. Dormice – note that reference made to surveys carried out for the wider site in 2014, encompassing the southern hedgerow and the negative results of those surveys. Note the mitigation measures proposed in respect of each species. Advice is provided in respect of the need for an EPS License;
 - (iii) The Water Environment: Construction Management Plan – the Nant Dowlais is currently failing water quality standards required by the EU Water Framework Directive and its tributary, the Nant Rhydlafer, is fed by the ephemeral drain running through the site. Runoff generated during construction is noted to have the potential to cause increased sediment loads in receiving waterbodies and the risk of pollution from construction is also identified. A condition to require a Construction Management Plan is recommended, with detailed advice provided including the need for a 10m wide buffer zone alongside all watercourses within and adjoining the site during the construction phase;
 - (iv) Flood Risk Management – the drainage strategy misses an opportunity to reduce the rate of surface water runoff into the Nant Rhydlafer through the

- inclusion of wetland features, which would also increase the ecological value of the site and local area and recommend this is considered further;
- (v) Drainage – Advises that a permit will be required for any emergency discharge system installed as part of the pumping station;
 - (vi) Potential for Contamination – consider that the controlled waters at this site are of low environmental sensitivity, but provide advice in respect of unsuspected contamination;
 - (vii) Regarding the proposed loss of ‘the existing distributor surface watercourses’, NRW advise that these appear to be ephemeral drains, noting they are generally opposed to the loss of watercourses through culverting, infilling or other methods, because of the adverse ecological, flood risk, human safety and aesthetic impacts, and that they advocate the retention and where possible, enhancement of all ephemeral drains on the site. They welcome the retention of the western-most drain within the green corridor and advise that if any ditches were lost, this would need to be addressed in the EPS Mitigation and Monitoring Strategy, CEMP and associated method statements requested by condition, noting that further advice should be obtained from the Council’s ecologist.

6.14 NRW provide the following summarised advice in relation to the amended submission:

- (i) welcome the identification of a 15m ecotone along the western/southern boundary of the application site on the Green Infrastructure Plan;
- (ii) confirm their previous advice still applies;
- (iii) confirm that a EPS (GCN) license will be required, if the trenches - to be dug as part of the archaeological investigations required by condition -are likely to damage or destroy places used by GCN for resting and may result in the killing or injury of newts and/or cause disturbance;
- (iv) in respect of queries from the Council's Ecologist, clarify that if NRW considered that there may be issues with being able to issue an EPS license, NRW would have objected to the application.

6.15 **Cardiff and Vale University Health Board (UHB)** provide combined comments in respect of health care service delivery across the North West area which is summarised as follows:

- (i) Strategic Sites C, D and E have the potential to significantly increase the population in North West of Cardiff - it is anticipated that the potential new homes will equate to an increased population of 22,585 (based on an estimated average of 2.3 residents per home), with the potential for further future expansion of Strategic Sites C and D noted as yet unknown;
- (ii) UHB is responsible for ensuring access to NHS primary care services in Cardiff and the Vale of Glamorgan, including GPs, Community Pharmacists, Dentists and Optometrists. The UHB works with a best practice GP to patient ratio of 1:1800 and the current rate of access to NHS dentistry is 55% of the population;
- (iii) while there is some limited capacity within existing GP practices in NW Cardiff to accept additional patients associated with the LDP growth, there is a significant shortfall;
- (iv) there will be a significant demand pressure placed on a range of existing primary care health services;

Primary Care Service

- (v) current general medical services (GP surgery provision) will be insufficient. There is sufficient GMS capacity within the Pentyrch GP practice to accommodate the needs of Site E and there is political commitment to maintain a GP practice in Pentyrch, but the practice operates out of temporary facilities and the UHB is looking to secure a longer term solution for this practice. For Sites C and D, the assessment reveals a shortfall of provision for 11,100 patients, equivalent to 6.2WTE GPS plus associated staff;
- (vi) pharmacy provision is generally interlinked with demand for GMS, but the process for expanding provision is applicant driven and difficult to determine;
- (vii) it is anticipated that there will be an increase in demand for NHS dental services, but it is acknowledged that NHS dental practices are not geographically bound, meaning that the impact of the proposed developments is difficult to assess;
- (viii) it is anticipated that there will be an increased demand for optometric care, but it is acknowledged that service provision is managed by opticians who can accept an increase in numbers provided they have capacity.

Community Based Health Care

- (ix) The UHB is also responsible for delivering health care in people's own homes and in community clinics, with services including community midwifery, health visiting, district nursing, podiatry, services for older people, family planning, primary and community mental health services etc. There are no community clinics in the vicinity of the development. Whilst the services need to be delivered against the principle of 'home first', for a number of services it is more appropriate to deliver them from a community resource facility either in multi-functional spaces or clinical consultation / treatment rooms;

Hospital based secondary care

- (x) it is anticipated that the strategic sites will impact on hospital facilities at UHW and UH Landough, but it is not possible accurately predict infrastructure requirements at this stage. What is clear is that service delivery will change with the aim of making services more accessible, which could include the provision of a greater range of services in community based facilities;

Future Service Delivery

- (xi) in health care planning it is important to take account of critical mass and the need to provide a cohesive and integrated model of care and for this reason it would not be a practical or sustainable solution to deliver a health care facility within each of the 3 sites;
- (xii) The preferred solution to address the need is to provide permanent GP practice facilities within Pentyrch (for Site E) and to develop an integrated health and social care hub within the district centre of Site C - a large scale GP practice integrated within a shared use facility that would cater for health and wellbeing needs and provide opportunities for integration with local authority and third sector services. Options that facilitate the rental of retail units by pharmacy providers and opticians should also be pursued;

- (xiii) It is estimated that 2,233m² floorspace is needed for a standalone health facility (+ car parking) - equivalent to a 0.52 hectare site if built over 2 floors - to deliver GMS services for sites C and D, and community services for C, D and E, and 1,413m² to deliver such a facility within a shared community centre (if built over 2 floors).

6.16 The **Director of Public Health, Cardiff and Vale University Health Board** provides extensive comments on the actual or potential health risks from environmental exposures to chemicals, noise and extreme environmental effects such as flooding, summarised below. Most of the comments simply report the detailed findings of the ES and these are not restated.

- (i) The overall conclusion is that public health impacts are considered to be low and they have no grounds for objection;
- (ii) There is the potential for short-lived nuisance issues during the construction phase requiring a comprehensive environmental management strategy to minimise dust and noise levels;
- (iii) The development should not significantly impact on local air quality assuming the vehicle movement assumptions are correct. It is important to appreciate that the assessment is based on modelled predictions and the LPA should check and confirm these assumptions are correct. It is important that this development and others are kept under assessment to ensure they do not significantly increase the burden on local air quality;
- (iv) They do not anticipate this development to present any long-term public health impacts;
- (v) The Authority is advised to check that the applicant has followed the correct technical guidance in assessing the impact on local air quality, as they understand the guidance used (LAQM TG9) has been superseded (by TG16);
- (vi) Based on a worst case scenario the impacts for nearby residents from the impacts of local traffic are unlikely to adversely impact on public health;
- (vii) There is the potential for construction dust from this development and that of the wider site to affect each other and it is important that appropriate mitigation measures are implemented;
- (viii) With regards the travel plan, it would be useful to liaise with the Health Board to integrate, co-ordinate and strengthen messages around active travel to deliver the co-benefits of air pollution mitigation and improved public health. The effectiveness and impact of the Plan should be monitored and evaluated;
- (ix) With regards noise impact, planning conditions should incorporate the recommendations of the noise assessment so as not to cause annoyance to residents living in the proposed development;
- (x) The LPA should seek advice from NRW, highways authorities and sewerage undertakers on techniques available for sustainable drainage and their suitability. The storage of surface water must be sized to attenuate the excess volume of surface water runoff;
- (xi) The LPA should consider the application in light of current and future planning development within the vicinity, which will potentially have an impact on local air quality and the authority will need to consider the implications of this on baseline air quality. There will also be implications for background noise.

6.17 **Dwr Cymru Welsh Water**, in their initial comments provide the following summarised advice:

- (i) Sewage Treatment - The development would overload the Waste Water Treatment Works and no improvements are planned by DCWW. The applicant was informed during a pre-app enquiry that further assessment is required to determine what upgrades are required. Whilst confirming that they have received the instruction to commence the work, they **object** to the application on grounds of prematurity in the absence of a known solution;
- (ii) Water Supply – the site is crossed by a 24inch distribution watermain, for which DCWW as Statutory Undertaker has statutory power to access at all times. Advice is provided in respect of Conditions for Development near Watermains. Amongst other things, this states that no structure is to be sited within a min distance of 5.5m from the centreline of the pipe. A plan is provided showing the approximately location of the watermain.

6.18 In response to the amended plans submission, Dwr Cymru Welsh Water provide the following advice:

- (i) *Sewerage – The applicant has engaged with us to review alternative points of connection to the public sewerage system. The applicant has confirmed their intention to drain foul flows in an Easterly direction from the site to the public sewer network that eventually drains to our Cardiff Bay Waste Water Treatment Works (WwTW). We have assessed this proposal and we are satisfied that adequate capacity exists to accommodate the proposed development. Based on discussions with the applicant that the development will not drain to our Rhydlarfwrdd WwTW no problems are envisaged at Cardiff Bay Waste Water Treatment Works, to which the development will drain, for the treatment of domestic discharges from this site. We can therefore remove our objection. We request that if you are minded to grant planning consent that the Conditions and Advisory Notes listed below are included within any subsequent decision notice.*
- (ii) Conditions are recommended: to require that foul flows communicate with the public sewer in Clos Parc Radyr at manhole ref ST13791904 unless otherwise agreed with Dwr Cymru Welsh Water, to require that no surface water and/ or land drainage shall be allowed to connect directly or indirectly with the public sewerage network, and to prevent development within 6m either side of the centreline of the public sewer. Advice is provided with respect to connections to the public sewer network.

DCWW confirm that they are happy with the conditions, noting that their understanding is that surface water will drain to watercourses, such that a plan to demonstrate this is sufficient for them to support any discharge of condition.

6.19 **Network Rail** provide the following response in relation to both the initial and amended submission:

- (i) They will offer no objection providing that traffic flows will not materially increase during construction and operational stages at adjacent level crossings, particularly St Fagans crossing and, where traffic is forecasted

or materially increases, the development makes provision to finance measures to mitigate level crossing risk incurred;

- (ii) Conditions are required to ensure the developer undertakes further studies to model/examine the impact on the St Fagans level crossing at various phases/stages, monitors vehicle flows at the crossing following implementation, implements any necessary mitigation and ensures construction traffic routes do not include St Fagans level crossing;
- (iii) Request s106 obligation for infrastructure enhancements and to improve accessibility (e.g. cycle routes, storage), public transport access at Radyr and Danescourt Railway Stations.

6.20 **Radyr Golf Club** confirms that they have no observations to make.

6.21 **Welsh Historic Gardens Trust** advise that the plans do not seem to generate objections regarding the need to respect the historic landscape, noting that there are other issues that have been commented on that are beyond their remit.

6.22 **The Vale of Glamorgan Council** confirms that they do not wish to make any observations.

6.23 **Rhondda Cynon Taf County Borough Council** (RCT CBC) forward a copy of a report presented to their Development Control Committee on 19th May 2016 and provide the following comments in respect of the initial submission:

- (i) RCT CBC accepts the need to provide additional housing within Cardiff;
- (ii) RCT CBC is concerned that applications 14/-02188/MJR, 14/02733/MJR and 16/00106/MJR do not appear to be proposing any specific measures or contributions for improving links to Rhondda Cynon Taf, required to accord with Policy KP2(C) of the adopted LDP;
- (iii) In the absence of such proposals, RCT CBC object to these planning applications in their current form and requests that the City of Cardiff Council negotiates the provision of a proportionate financial contribution or physical works within RCT to protect public transport journey time reliability, prior to the determination of these applications in order to remove these objections;
- (iv) It is suggested that it would be appropriate for the developments subject of the four applications 14/0852/DCO, 14/02188/MJR, 14/02733/MJR and 16/00106/MJR to provide between them for improvements in the area of the Castell Mynach Junction in order to mitigate the impacts of these developments, and provide measures to improve linkages into RCT in compliance with Policy KP2(C);
- (v) The works would include: a new bus-only southbound carriageway between the A4119/School Road Junction and Llantrisant Rd, a new signalised junction at the A4119/School Road Junction, improvements to the Llantrisant Rd and School Road Junctions, including the provision of bus lanes and increasing the size of right hand turn lanes and active travel works, the cost of which are estimated to be £3,536,584 to be secured via s106 Agreement. It is considered a matter for CCC and the Applicants how this provision is divided between the development proposals, but

recommend that officers from CCC should contact them to discuss details of the scheme;

- (vi) The works are considered to meet section 122 of the Community Levy Regulations 2010 as follows:
- *They must be necessary to make the development acceptable in planning terms* – it is considered that traffic generated cumulatively by the four proposals would have a significant impact on the A4119 corridor and these proposed improvements would ease congestion caused by them and are considered necessary to make the development acceptable in planning terms
 - *They must be directly related to the development* - it is expected that a considerable amount of traffic generated cumulatively by the four proposal will travel through the Castell Mynach Junction and therefore the works are considered directly related to the development
 - *They must be fairly and reasonably related in scale and kind to the development* – as these four applications propose up to 8060 houses in total and a further 630 houses on Strategic Site C have been resolved to be approved, with no proposals to mitigate the traffic impacts on RCT, these improvements are considered to be fairly and reasonably related in scale and kind to the development.
- (vii) Any bus services that will be provided as a result of the development should not be limited to running between the sites and Cardiff City Centre. It is considered that in order to comply with policy KP2(C), investment should be made in extending such services as part of a regional route to Talbot Green Bus Station, which is a key transport interchange for RCT. This would support public transport use to and from the development sites and it is requested that CCC negotiate this provision with the developers.
- Any comments received in response to the amended plans/ further information will be reported as a late representation.

6.24 **St Fagans Community Council**, in their initial comments, object to the application on the following summarised grounds:

- (i) Asks that the Community Council see the draft s106 before it is finalised
- (ii) The application is premature, in that it is an isolated greenfield site that includes no provision for supporting facilities and assumes the existing communities will provide the necessary services until the development of adjacent SSC. The development would not be sustainable and permission should not be granted until supporting facilities are provided within walking/ cycling distance of the site
- (iii) Transport facilities are inadequate, in that the application makes no attempt to achieve a 50/50 mode split, adding to existing congestion on Llantrisant Rd through Llandaff to the city centre, which is unacceptable
- (iv) In the event that the Council is concerned that refusal will lead to an appeal, they recommend the Council enter into a robust s106 agreement, with input from Community Councils to achieve a significant contribution to necessary infrastructure and community facilities to mitigate the harm to their communities.

- 6.25 **Marshfield Community Council** advise that, owing to the lack of infrastructure, the development would increase the traffic burden on an already problematic M4 and complex Culverhouse roundabouts on the A48.
- 6.26 **Pentrych Community Council** object to the application on the following summarised grounds:
- (i) The application is premature - it is out of step with the development of SSC as it is a stand-alone site with no on-site facilities, relying on the presence of neighbouring settlements for the provision of supporting facilities;
 - (ii) There are no bus routes directly linking the development with neighbouring facilities, making the 50:50 mode split impossible to achieve and exacerbating congestion on Llanrisant Rd;
 - (iii) The application is not sustainable - it is an isolated greenfield site, which will eventually link to the remainder of site C, but does not provide the necessary infrastructure;
 - (iv) The community council is concerned that the progress of development will be allowed to be driven by the developer, instead of robustly applying s106/CIL notices to include the necessary infrastructure and facilities from the start. Urges Cardiff Council to set the pace of developments and not allow it to be dictated by the developers.
- 6.27 No responses to date have been received from the Garden History Society, the Welsh Historic Gardens Trust, Radyr & Morganstown Community Council and Western Power Distribution. Any comments received will be reported as late representations.

7. **REPRESENTATIONS**

- 7.1 **Cllr Thomas** objects to the application on the following grounds:
- (i) *Further residential developments along Llanrisant Road are not supported by any improvements on the transport network. The A4119 is already heavily congested going into Cardiff various points including at Radyr and Llandaff. This is a single lane road and cannot support any more traffic. Other arterial corridors north west of Cardiff suffer from similar problems. This is compounded by the fact other planning applications are already in process, some much larger than this one, at various other of the points are on the same road. We don't seem to have sound transport plan for the NW of Cardiff;*
 - (ii) *There is little capacity of surrounding schools, they won't be able to absorb this many more new families. Have the school's been consulted on this? Again a wider education strategy is required here;*
 - (iii) *In relation to the neighbouring Plasdwr application, how are the two integrated. Are the numbers in this application considered when activating trigger points for key infrastructure such as doctors, community centres, dentists, schools and libraries? Plasdwr is rightly to be phased with infrastructure triggers. But this separate development must be included in those triggers or no supporting infrastructure will be available;*

- (iv) *Access needs to be resolved as this stretch is a frequent accident spot and soon to made a 40 mph limit further down around Rhydlafar.*

7.2 14 letters of objection were received in response to the **initial public consultation** (by means of site and press notice, and letters to neighbours and other interested parties) from residents of Llantrisant Rd, Penrhos, Nant y Ffynnon, Firs Avenue, Bishop Hannon Drive, Ashdene Close, Heol Isaf, St Fagans Drive and 1 of undisclosed address and the Llandaff Society, the Danescourt Community Association and Nathaniel Lichfield & Partners on behalf of the Trustees of St Fagans No 1&2 Trust, Trustees of St Fagans No 3 Trust and Redrow Homes Limited. The objections raised have been taken into consideration and are summarised as follows:

Process / Approach / Principle of development

- (i) the Council have been secretive about their intentions for the area;
- (ii) prematurity and piecemeal approach, in light of the absence of any employment, education, health, community or additional transport facilities. The proposal is dependent on the delivery of physical and social infrastructure that forms the remainder of Plasdwr, which is the subject of application 14/02733/MJR. The application is wholly unsustainable and contrary to the LDP in the absence of the development of Plasdwr, and cannot be granted in advance of Plasdwr;
- (iii) Goitre Fach Farm is isolated and essentially development in the open countryside, and cannot be compared with the other early phases of Plasdwr (14/02157MJR and 14/02188MJR);
- (iv) despite concerns raised at the Examination of the lack of phasing and strategic transportation planning underpinning the LDP, objectors were advised that the development management and monitoring systems would deal with the issues - the Council should demonstrate this by refusing the application;
- (v) the site is the only part of the allocation not controlled by the Applicants for 14/2733MJR. The approach to design and layout must be consistent with strategy for Plasdwr to deliver the vision embodied in KP2 – an inconsistency risks a substandard form of development and risks prejudicing the ability of Plasdwr to deliver a step change in travel patterns;
- (vi) there are already too many houses to be built under the Plasdwr scheme which will overload the current infrastructure;
- (vii) the infrastructure and community facilities to support the new housing must be put in place first;
- (viii) if approved, a major contribution to off-site infrastructure must be negotiated, including health, public transport, education, community facilities, off-site footpaths and cycleways;
- (ix) conflict with Plasdwr phasing proposals- the site is shown in the last phase of the Plasdwr proposals, but if approved the application could commence this year. The Plasdwr phasing is based on early phases being connected to existing communities to the east;
- (x) the Environmental Assessment provides a cursory overview of many important matters. Only a limited assessment of operational and cumulative impacts has been undertaken.

Socio-economic matters

- (xi) understands the need for affordable housing;
- (xii) the development is being sold on a promise of the delivery of affordable housing, with a query as to whether there is a list of numbers of houses being built in each price band;
- (xiii) lack of provision of community facilities and impact on local schools, health and other facilities;
- (xiv) local schools are operating beyond capacity. The school permitted as part of Llantrisant Rd North and South is not intended to accommodate the need from Goitre Fach Farm. If permitted, contributions would need to be directed to the delivery of planned new schools forming part of Plasdwr, but these cannot be fast tracked;
- (xv) the proposal is reliant on the formal open space proposed as part of Plasdwr;
- (xvi) impact on social structure of established communities and community values – new estates will become unmanageable with no sense of community;
- (xvii) increase in crime, with increasing cost of car and home insurance and policing;
- (xviii) increased cost of street cleaning, road maintenance, refuse collection;
- (xix) decrease in property values, especially for those who will lose their view of open countryside.

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

- (xx) the plan must be rejected until proper consideration is given to its environmental impact and dismay at the indifference to its impact;
- (xxi) the area is designated as green belt;
- (xxii) greenfield sites are being used when there are brownfield sites nearby;
- (xxiii) impact on woodland, biodiversity and protected areas;
- (xxiv) the supporting documents suggest very high bat activity requiring a full investigation to identify the species and required protection level to afford to their habitat;
- (xxv) attention is drawn to Council's duties to conserve biodiversity under section 40 of the NERC Act 2006 and to achieve well-being goals, including those relating to a biodiverse natural environment under the Well Being of Future Generations (Wales) Act 2015, and the duty under the Environment (Wales) Act 2016 which replaces the NERC duty. Concern that it is hard to see how the authority will be able to demonstrate compliance with its biodiversity duties – token green patches on the margins of developments is not a credible way of enhancing biodiversity;
- (xxvi) concern that populations of endangered species are assessed as being of no more than site value, noting that if 'site' populations are not saved the national population will be lost;
- (xxvii) loss of agricultural land needed for food production and harm to nature that depends on it to the detriment of biodiversity;
- (xxviii) the grassland on the site, acknowledged to be of up to county value, are priority habitats listed under s42 of the NERC Act. The hierarchy for protecting such habitats is to avoid, mitigate and lastly compensate.

Little attempt is made to avoid impacts while mitigation delivered through enhancement within the 15m buffers to the woodland is likely to be limited. Concern that the Council might consider a financial contribution towards the management of other grasslands in the area. The grassland would have contributed a significant portion of the green open space allocation for the wider site and forming possibly the most important component of the GI strategy for Plasdwr. The desire to enhance the immediate supply of housing does not outweigh the loss of county value grassland given the deliverability of housing numbers across the wider Plasdwr allocation, which will not have such sensitive habitat impacts. It is not necessary for the grassland habitat to be developed to meet the housing trajectory set out in the LDP for the strategic site. There is insufficient detail on the mechanism for delivering appropriate and proportional off-site compensation;

- (xxix) the impact on the tree stock has not been adequately assessed. A number of high and moderate quality trees will be removed and there is a failure to adequately mitigate for hedgerow and woodland copse losses. Plans also show conflict within the root protection area of a high quality tree. This suggests the tree constraints information has not informed the design and layout of the scheme;
- (xxx) there is no attempt to robustly quantify the extent of habitat loss with inadequate provision for habitat creation to mitigate/compensate;
- (xxxi) the masterplan and green infrastructure strategy does not reflect that of Plasdwr and is contrary to the Schematic Framework for Site C;
- (xxxii) there is no commentary on Historic Landscape Character or its value, and the assessment of cumulative impact is questionable;
- (xxxiii) a comprehensive assessment of soil quality of the site is needed due to the discovery of sink holes on land very close to the site in Radyr - without it the suitability of the land for development is questioned and any future foundation issues for potential residents would need to be compensated by both the developer and Cardiff Council;
- (xxxiv) the effect on surface water run off needs to be addressed in a detailed way taking into account the sites regional situation due to flooding in St Fagans, Peterston-super-Ely and Radyr, considering potential risk factors rather than cost effective methods;
- (xxxv) disputes the statement that NRW maps show limited evidence of overland flooding and that it is not considered to be a risk, given the numerous occasions of flooding in adjacent villages;
- (xxxvi) disputes the statement that there have been no reported incidents from sewers adjacent to the site and that this is not considered to be a risk, noting that there are serious issues with sewers connecting to the site e.g. the M4 underpass at the end of Heol Isaf and Main Road;
- (xxxvii) the original LDP for the area showed two out of the three fields on this application as part of the allocated green area;
- (xxxviii) Fig 10 of the Plasdwr plan (14/02733MJR) shows the figures for the site crossed out;
- (xxxix) the drainage for the site discharges into a stream that crosses Rhydlaf Farm, Llantrisant Rd and they have not been consulted on this.

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

- (xl) an isolated greenfield site should not be granted permission before substantial progress is made on providing supporting facilities within walking/cycling distance on the adjacent mixed use site, as it will otherwise lead to car use and be unsustainable;
- (xli) the application should be refused on grounds of the absence of a comprehensive public transport strategy for North West Cardiff and the lack of detail provided - the Council's policy of providing a few bus lanes is inappropriate given bus travel is declining;
- (xlii) the Council aims to achieve a 50/50 mode split - without suitable bus or train services most residents will use private cars;
- (xliii) the Transport Assessment is misleading. Walking distances to existing services and facilities are not accurate. There are no projected flows for pedestrians, cyclists, bus, rail or car passenger trips;
- (xliv) the TA fails to acknowledge that gridlock exists on Llantrisant Rd between Waterhall Rd and Western Avenue;
- (xlv) disputes the traffic impact assessment -300 cars will travel from the site at peak hours;
- (xlvi) disputes claim that there are 'numerous opportunities for sustainable travel', that 'with appropriate mitigation the development will have a negligible residual effect on the highway network';
- (xlvii) bus travel is overstated, and the TA misleading in respect of bus frequency and journey times and there is no evidence that bus provision will not improve as claimed;
- (xlviii) rail travel is overstated - all am peak period trains leaving Radyr station are already overloaded, parking provision at the station is already insufficient, and car journeys to the station would get stuck in traffic;
- (xlix) disputes that any cyclists would divert to Radyr or Danescourt stations rather than continue by bike;
- (l) lack of infrastructure or plan to alleviate extreme congestion;
- (li) unacceptable increase in congestion along the A4119, through Llandaff to City Centre, on Crofft y Genau Rd to Culverose Cross and the A4232, noting that the additional traffic planned as part of Plasdwr development will already overload the existing infrastructure in the area
- (lii) significant impact on road safety, especially child safety;
- (liii) the design of the access will require significant improvements to Llantrisant Rd appropriate to the National Speed Limit, including right hand turn, acceleration, deceleration lanes and visibility standards, noting the Manual for Streets is not applicable – the whole of Llantrisant Rd must be addressed not just sections;
- (liv) transport infrastructure must be in place prior to commencement;
- (lv) the footway along the Southern side requires widening to 2.2m to allow safe use;
- (lvi) the treatment of Llantrisant Rd must be guided by planned growth during the LDP period and also by the only potential future direction of growth to the west, identified through the flexibility sites, including land to the north of Goitre Fach Farm which will likely be accessed from Llantrisant Rd in proximity to Goitre Fach Farm. Llantrisant Rd must be future proofed to accommodate the future growth needs of the City, including a dedicated southbound bus lane where necessary;

- (lvii) there is a single point of access and whilst a second may come forward as part of the remainder of the site, it does not benefit from planning permission and calls into question whether the remainder of the site needs to be put in place first;
- (lviii) the priority junction conflicts with the strategy for Llantrisant Rd which includes a number of signalised junctions and there are no bus priority measures which is at odds with the ethos of Plasdwr – Goitre Fach Farm forms part of Plasdwr and needs to contribute towards the objective of the internalisation of trips and a step change in the use of sustainable transport. The junction is over engineered to maximise the convenience of the car driver over other modes. The junction should be signalised, with bus movements prioritised;
- (lix) the level of sustainable transport measures are not sufficient;
- (lx) the layout of Llantrisant Rd along the Barratt frontage does not reflect that along the Redrow frontage at Land North and South of Llantrisant Rd meaning that the pavements and cycle lanes will not align;
- (lxi) there are no details of how the cycle route would connect to the network associated with Llantrisant Rd North and South in the absence of the remainder of Plasdwr coming forward;
- (lxii) whilst a commitment is made towards Site C sustainable transport measures, the application must demonstrate how it will deliver a sustainable transport strategy which can be realised independently of Site C unless it is agreed that it can only come forward once the remainder of Site C is developed;
- (lxiii) increase in noise, air and environmental pollution levels, including in Llandaff Air Quality Management Area;
- (lxiv) blight from construction traffic and disruption from noise and dust;
- (lxv) notes the doubts express by the Air Pollution officer in respect of the minimal impact on traffic made claimed in support of 14/2157MJR and concerned to note the only benefit was a small contribution to monitoring air pollution rather than any measures to prevent it. Disagree with any judgement that this is sufficient to meet the Council's well-being and public health responsibilities.

7.3 4 objections / representations were received from residents of Ashdene Close and Llantrisant Rd, the Llandaff Society and Nathaniel Lichfield & Partners on behalf of the Trustees of St Fagans No 1&2 Trust, Trustees of St Fagans No 3 Trust and Redrow Homes Ltd in response to the consultation (by means of site and press notice, and letters to neighbours and other interested parties) on the **amended submission**. These reflect objections previously raised, which are not re-stated. The new objections raised have been duly considered and are summarised as follows:

Process / Approach / Principle of development

- (i) the changes and further information does not alter the fundamental problem that the proposal is unsustainable, premature and out of accord with LDP Masterplanning policy and national policy in that it comprises only housing and local open space and would be built in advance of any locally-accessible education, community or health facilities, and should be refused on this basis;

- (ii) the Applicants have not given a credible response to action points raised in the Council's 'Issues to be Addressed' document, with no plans for development other than housing, open space, landscaping and access on this site;
- (iii) the site is physically removed from existing facilities as well as the initial phases of the Plasdwr development and this is likely to remain the case for several years. The phasing plan includes a logical phasing from east to west that allows for proper connectivity from phase to the next, to deliver the Council's required modal shift and internalise sustainable movement within the site as far as possible and ingrain sustainable travel behaviour from day one. The Plasdwr site should be built from the city outwards, not from the outer edge inwards;
- (iv) provision of a link to the rest of Site C – parts of which may not be developed for decades – would not overcome the problem of lack of local facilities;
- (v) the revised information has addressed some of the issues raised in their previous representation, but the application still fails to adequately address important matters relating to comprehensive planning of the Plasdwr application with respect to transportation, ecology and planning obligations;
- (vi) welcomes fact that the Council is conscious of the need to secure early delivery of housing, including in Plasdwr, to assist in achieving a five year land supply of housing, but this should not outweigh the objective of securing sustainable development embodied in PPW and the Well-being of Future Generation (Wales) Act 2015. There are other ways of achieving a five year land supply, including expediting the Plasdwr Outline Planning Application and Reserved Matters on additional phases of land that reflect a more logical phasing of the scheme. The proposed Planning Performance Agreement will hopefully lead to an accelerated turn around on future reserved matters applications and in discharging conditions;
- (vii) NLP's client wishes to be reassured that there has been a consistent approach to planning obligation requirements; Goitre Fach Farm must make an equitable contribution towards the site's wider delivery in respect of advanced physical infrastructure works, community facilities and affordable housing;
- (viii) whilst it is accepted that the proposal can not be expected to make full provision of facilities on its site, to be equitable, the calculation for off-site contributions must take account of the fact that NLP's client has to make good this provision on their land, including the capital cost of provision and making land available that could otherwise be used for residential development. s106 contributions need to take account of land costs as well as capital/ maintenance costs. Residents on the wider Plasdwr site will be funding maintenance costs via a Community Trust which would not apply to Goitre Fach residents, yet the assumption being made is that they would have access to these facilities;
- (ix) it is unclear what assumptions are being made about access to education facilities or current levels of capacity. It is unclear whether the new primary school to be provided by the initial Redrow application and

which may not be available until four years into the development has been taken into account;

- (x) NLP request that the application is held in abeyance and considered after their client's Outline application for the main Plasdwr site.

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

- (ii) the occupier of Rhydlaf Farm strongly objects to the inclusion of their land as a 'potential off-site receptor area that provides suitable reptile habitat', noted on Figure 5.5 'Reptile Mitigation' of the ES Vol 2 on grounds that they refused to agree to this;
- (iii) with regards the proposal that 'woodland area previously cleared provides potential habitat', identified on Figure 5.5 'Reptile Mitigation' of the ES Vol 2, notes that this area of woodland has been harvested and replanted in sympathy with the undisturbed woodland, contrary to the impression given by the term 'cleared';
- (iv) query as to who will be responsible for maintaining open areas, particularly those designated as ecologically sensitive;
- (v) no objection to the general approach of providing 3ha of compensatory grassland to address on site loss of habitat, but raises concern over the lack of clarity of where this is to be delivered and that one of the alternative sites put forward seems to be on NLP's clients land, yet there has been no approach from the Applicant;
- (vi) the application proposes pedestrian links to the adjacent woodland Coed y Trenches, owned by NLP's clients and which is contrary to the Plasdwr comprehensive Green Infrastructure strategy of limiting access to this ecologically sensitive woodland, whilst allowing for managed access to the less sensitive woodland at Coed y Gof, demonstrating the need for the application to follow an agreed comprehensive plan for the wider site;
- (vii) the scheme should provide 6% of the public open space across the wider site - 1.8ha, including 0.9ha of formal recreational space. 2.4ha is proposed, but it is not clear how much is useable and there appears to be only 0.2ha of formal public open space.

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

- (xi) the extension of suburban bus route no 62 would be unsustainable
- (xii) the proposal has no direct pedestrian or cycle links to community facilities in Radyr or the initial phases of Plasdwr. The piece of cycleway provided would go nowhere and would not provide an effective cycling route for many years until development occurs to link this site to the urban edge;
- (xiii) there is no provision for bus lanes at the junction, contrary to the Council's requests in respect of Plasdwr, with concern expressed that this would undermine the Council's strategy for this important public transport corridor;
- (xiv) the design for Llantrisant Rd should be future proofed. It would be unacceptable to expect the landowner of Plasdwr to have to rectify capacity problems in the future as a result of inadequate provision. It is suggested that, as a minimum, the site should incorporate a bus lane;

- (xv) Further clarification is sought in respect of improvements to bus services along Llantrisant Rd.

8. **ANALYSIS**

8.1 The key issues for consideration are:

(i) The principle of development of the site

8.2 Following the adoption of the Local Development Plan (LDP) in January 2016, the application site now falls within the settlement boundary and forms part of Strategic Site C (North West Cardiff), allocated in the LDP under policies KP2 and KP2 (C) and defined on the Proposals Map. As such, the principle of the development of this greenfield site is firmly established. The site does not constitute countryside under the LDP definition, set out in para 5.68 of the LDP ('land located outside the settlement boundaries as identified on the LDP Proposals Map'), such that objections received on grounds of loss of countryside could not be sustained.

8.3 Third parties have objected to the application on the grounds of prematurity, if delivered in advance of application 14/02733/MJR relating to the substantive area allocated as Strategic Site C, citing a lack of supporting infrastructure, the site's isolated, unsustainable location and conflict with the LDP masterplanning principles. Careful consideration has been given to these issues. It is concluded, on balance, that that the site can be brought forward ahead of the main application for the following reasons:

- i) the site forms part of a strategic site allocated site in the LDP;
- ii) the application is consistent with the phasing of the wider site required by policy KP2(C), forming an initial phase 'along Llantrisant Road';
- iii) with regards the delivery and phasing of supporting infrastructure, detailed comments are provided by the relevant service areas and further below, which demonstrate that the application will make appropriate provision for the required range of social and community facilities and other infrastructure;
- iv) Education Services has no objection and have recommended a schools strategy for the site that is not dependent on the delivery of schools on the wider site, based on the use of financial contributions for the enlargement of Pentyrch Primary School and Radyr Comprehensive school, and contribution to expand Welsh-medium primary and secondary school provision on a site to be determined with contributions also sought to acquire land;
- v) The strategy for community facilities would not be dependent on the wider site for its delivery and accords with policy KP2(C), in that it provides for contributions to the 'upgrading of Fairwater Leisure Centre'. It also provides the potential for contributions to be used towards improving facilities in the local ward (Creigiau /St Fagans), following the same approach taken in respect of application 14/02188/MJR Land South of Pentrebane Rd;
- vi) With regards the provision of formal open space, Parks Development are content with the POS provision, notwithstanding the fact that the formal recreational requirement is not met, given the overall POS requirements

are exceeded, and the provision of a kick-about area and LEAP. In line with the masterplanning approach, the on-site LEAP would also benefit future residents on the wider site, taking into consideration a LEAPs 400m catchment, which would extend into Plasdwr. A contribution towards the provision of allotments on the wider site would be secured via a s106 agreement, as noted in Section 9. Whilst this is dependent on the wider site, any delays to the delivery of the 6.6 plots would not provide sufficient grounds for refusal of the application in this instance, noting that a similar approach was taken in respect of application 14/02188/MJR;

- vii) With regards highways and transportation infrastructure, the Operational Manager, Transportation has concluded that, overall, the proposals and package of mitigation measures are sufficient for the proposal to come forward in advance of the wider site;
- viii) The site is located along the A4119, defined as a strategic bus corridor in the LDP and identified on the LDP Proposals Map as a route for 'Strategic Bus Corridor Enhancement' (policy T2), and provides for a range of densities, consistent with KP4 (i)2;
- ix) The site has been planned in a comprehensive and integrated manner, with respect to movement. A direct vehicular, pedestrian and cycle link into Plasdwr, consistent with the Spine Road treatment proposed by the Council across the strategic sites, would be secured by condition. It also contributes to the provision of an integrated network of pedestrian routes, via multi-functional and connected green corridors through the site and into Plasdwr and provides a link into the wider PROW network to the north (KP4 (i) 1, 3, 4, 7, 8);
- x) The application's approach to Llantrisant Rd, as amended, is consistent with that being promoted by the Council for the wider site, with its signalised junction, segregated cycleway (forming part of the 'super cycleway'), segregated footway, the provision of bus stops and a contribution to extend local bus services, together with a contribution to the emerging North West Cardiff Transport Programme (KP4 (i) 3, 4);
- xi) Importantly, the main access into the site has been designed to be available for all traffic in the short term, but - at Transportation's request and with minimal changes - will be capable of being converted to a 'bus gate', to be used for buses and emergency vehicles only, should this be required by the Council in the future, as part of wider traffic management measures for, and to the benefit of, the wider site (KP4 (i) 3, 4). In this way, the proposal could also help deliver wider transportation benefits at a future date in conjunction with the implementation of the wider strategic site, responding to the KP2 C policy requirement with respect to Rapid Transit Corridors and bus priority;
- xii) Whilst the provision of segregated cycle and footways along the site frontage is welcomed, third parties have objected to the application on grounds that there are no proposals, as part of this application, to provide a continuous route along Llantrisant Rd and to link these to local facilities in the area. The Operational Manager, Transportation has advised that the existing footway provision is accepted as representing an interim measure/solution until the relevant phases of the wider Strategic Site C come forward. A condition is recommended to require further amendments to the proposed junction to allow for the safe transfer of

cyclists from the proposed segregated cycleway onto the existing carriageway, as an interim situation prior to Strategic Site C linking to the carriageway;

- xiii) The site's relatively isolated location is acknowledged, which can be contrasted with other applications (14/2157MJR and 14/2188MJR) that have been considered and approved in advance of the main application 14/02733MJR, which are located adjacent to existing communities. Moreover, it is not accepted that the site is located in a 'highly accessible' location, as asserted by the Applicants. However, the differences in accessibility to local facilities between these applications are not so materially different as to justify refusal of the application on such grounds, taking into consideration the benefits arising from the newly opened Spar convenience store and Costa coffee concession at Rhydlafar Drive and the wider mitigation measures;
- xiv) This is the only application on strategic site C that is not submitted by Redrow Homes Ltd, the Trustees of St Fagans No 1 & 2 Trust, and No 3 Trust, and the Applicant advises that the site is immediately available. The LDP recognises that the scale of the site allows numerous outlets to be operating at any one time in different parts of this large site and that this will provide a wide range and choice of housing and opportunities for a variety of tenures (para 4.53);
- xv) The development of this site will help deliver the required level of housing growth at the required rate;
- xvi) Importantly, Cardiff's 2016 Joint Housing Land Availability Study has identified a housing land supply of 3.8 years in Cardiff at 1st April 2016. This is below the 5-year requirement set out in PPW and TAN1. It is noted that in instances where the Council lacks a five-year supply of land for housing, the need to increase supply should be given "considerable weight" when considering planning applications (TAN1; para. 6.2):

"The housing land supply figure should also be treated as a material consideration in determining planning applications for housing. Where the current study shows a land supply below the 5 year requirement or where the local planning authority has been unable to undertake a study, the need to increase supply should be given considerable weight when dealing with planning applications provided that the development would otherwise comply with development plan and national planning policies".
- xvii) Prior to the adoption of the LDP, appeal decisions highlighted that greenfield sites in the open countryside could be lost to development where there was no up-to-date Development Plan coverage and no five-year land supply. There are risks that the current lack of a five-year land supply may increase pressure to develop sites outside the settlement boundary, contrary to the policy approach set out in the adopted LDP. Any return to the 'planning by appeal' situation experienced prior to the LDP would be very disappointing; ultimately placing the LDP Strategy in jeopardy and undermining the Plan-led system. It is, therefore, all the more important to bring forward sites which accord with the overall LDP strategy to help deliver a 5 year land supply, thereby ensuring that development is effectively managed;

- xviii) This current application forms part of Strategic Site C - one of several key sites in the LDP considered at Examination to make a significant contribution to the delivery of Cardiff's dwelling requirement. This year's JHLAS process has identified that temporary delays are emerging on the majority of strategic sites, to the degree that housing completion forecasts, agreed at the time of Examination, are being pushed back 18-24 months. Obtaining Planning is cited as one of many necessary stages prior to developing a large scheme, and it is therefore vital that no unnecessary delays are introduced by the LPA, which could further constrain the housing land supply in Cardiff, exposing the Council to increased pressure through the planning appeal process, and development on less favourable sites;
- xix) As demonstrated above and further below, the development complies with development plan and national planning policies. The proposal accords with the LDP masterplanning principles (policy KP4) and the key policy for the strategic site (policy KP2 C), satisfactorily reflects the Schematic Framework for the Strategic Site identified as part of policy KP2 (C) and will not prejudice the delivery of either the remainder of the strategic site or the potential delivery of the planned Metro (policy T9);
- xx) It would be unreasonable to delay the application until the main Plasdwr planning application has been determined as it is considered that there are no demonstrable or compelling reasons that indicate sufficient harm to warrant refusal. Moreover, the assessment of the application has now reached a point where it is considered that all material factors, policy implications and issues raised through consultation have now been satisfactorily addressed and there is no reasonable basis to delay the application.

Taking the above into consideration, third party objections put forward on grounds of inappropriate, piecemeal development could not be sustained.

(ii) the loss of agricultural land, including BMV land

- 8.4 The site forms part of the land use allocation Strategic Site C (North West Cardiff). As such, the principle of the loss of the agricultural land and of its use by agricultural users is firmly established and it should be noted that the Department for Natural Resources, Welsh Government have no objection.
- 8.5 So Members are fully informed on this matter, the development of this site would lead to the loss of best and most versatile agricultural (BMV) land. National planning policy on the conservation of agricultural land is set out in PPW (July 2014) and the accompanying TAN 6: Planning for Sustainable Rural Communities (2010). Paragraph 4.10.1 states that land of grades 1, 2 and 3a in the Agricultural Land Classification (ALC) system is the best and most versatile agricultural land should be conserved as a finite resource for the future. The paragraph advises that:
 - 'considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or*

archaeological designation which outweighs the agricultural considerations. If land in grades 1, 2 or 3a does need to be developed, and there is a choice between sites of different grades, development should be directed to land of the lowest grade’.

- 8.6 At the development plan level, KP18: Natural Resources requires development proposals to take full account of the need to minimise impacts on the city’s natural resources, which extends to the protection of the best and most versatile agricultural land.
- 8.7 The site comprises grassland that is let out on a short-term agreement to a local family for horse grazing. The proposal would result in the loss of 5.4ha of Grade 3a agricultural land category (falling within the ‘best and most versatile’ category), the loss of 3.7ha of Grade 3b agricultural land and the loss of its use by users. The objections raised in relation to the loss of agricultural land are acknowledged.
- 8.8 Whilst the grade 3a land is the poorer grade within the best and most versatile category, it is, never-the-less, some of the better land in the area and its loss is identified in the ES as being of minor adverse significance. With respect to the impact on the users of the land, it is noted that the land does not form part of a farming enterprise and the land is currently let out for recreational horse grazing. The farm buildings are derelict. As a result, the effect on farm holdings is assessed to be of negligible significance. Whilst not possible to mitigate the permanent loss of agricultural land, the ES identifies that the soils that exist would be reused sustainably within the development proposals, as far as possible. A condition is duly recommended to ensure the effective use of the valuable soil resource by requiring the submission and implementation of a Soil Resource Survey and Plan.
- 8.9 Taking the above into consideration, any objection on grounds of loss of agricultural land or its impact on the tenant farmer could not be sustained.

(iii) Impact on wildlife and habitats

- 8.10 PPW identifies the following Welsh Government objectives for the conservation and improvement of the natural heritage:
- promote the conservation of landscape and biodiversity, in particular the conservation of native wildlife and habitats;
 - ensure that action in Wales contributes to meeting international responsibilities and obligations for the natural environment;
 - ensure that statutorily designated sites are properly protected and managed;
 - safeguard protected species, and to
 - promote the functions and benefits of soils, and in particular their function as a carbon store (para 5.1.2).
- 8.11 PPW recognises the role of the planning system in creating new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable. It also recognises the importance of minimising or reversing the fragmentation of habitats and improving habitat

connectivity through the promotion of wildlife corridors, whilst ensuring development minimises species and habitat impact (para 5.2.8).

- 8.12 At the development plan level, policy KP16 provides a framework for the protection, enhancement and management of Cardiff's natural heritage assets, including its biodiversity interests. KP4 requires major development to accord with the 'Masterplanning General Principles' including the need to ensure that *'multi-functional and connected green open spaces form strategically important links to the surrounding area to provide routes for people and wildlife and open spaces for sports, recreation and play'* and to *'sympathetically integrate existing landscape, biodiversity and historic features of the site into the development taking opportunities to protect, enhance and manage important features along with mitigation and enhancement measures to provide satisfactory compensatory measures'*. At a detailed policy level, policy EN5 provides protection for designated sites, policy EN6, protection for ecological networks and biodiversity features of importance, whilst policy EN7 provides for the protection of priority habitats and species. Policy EN8 provides for the protection of trees, woodlands and hedgerows for their amenity, natural and cultural heritage value.
- 8.13 The site comprises four irregular shaped grassland fields dissected by hedgerows and scattered mature trees, and a number of disused, dilapidated agricultural buildings. The main habitats present on the site are neutral grassland, acid grassland, marshy grassland, hedgerows, trees, ruderal vegetation, scrub and buildings. The site itself does not include any statutory or non-statutory sites of nature conservation interest. The nearest statutory designated site Ty Du Moor Site of Special Scientific Interest is located approx 0.75km to the west of the site, separated by woodland and open countryside. Cardiff Beech Woods Special Area of Conservation is located approx 2.2km to the northeast of the application site. The next closest European designated site is the Severn Estuary SAC, Special Protection Area (SPA), Ramsar and SSSI, located approx 9.7km to the southeast. With regards non-statutory sites, Coed Y Trenches woodland to the west is designated as a Site of Importance for Nature Conservation (SINC) and Ancient Woodland (AW). The woodlands and part of Radyr Golf course to the north of the site comprise Goed-y-Goetre Site of Importance for Nature Conservation (SINC) and Gwern-y-Cegym SINC, which are both Ancient Woodlands in places.
- 8.14 Consideration of the site has been informed by substantial survey work, including a suite of surveys undertaken by EDP as part of the Plasdwr ES and a range of site specific surveys undertaken on behalf of the Applicant, including bat roost and activity surveys, habitat surveys (walkover and full National Vegetation Classification surveys (NVC) of fields F4, 5 and 6) and badger and reptile surveys. The ecological sensitives informing the assessment of the site include the woodland edge, the copse in the north of the site adjacent to Llantrisant Rd, trees and hedgerows, neutral, acid and marshy grassland, bats (foraging bats with non-breeding roosts confirmed within one of the farm buildings and two trees), foraging and nesting birds (including a tree with a potential barn owl roost), Great Crested Newts (a single GCN was recorded within the site and within ponds located within the potential dispersal distance)

and a small population of slow-worms (a single slow worm was recorded). All the habitats are considered to be of local or site value, with the exception of the marshy grassland, deemed to be of county value.

- 8.15 The ecological sensitivities noted above have shaped the Green Infrastructure (GI) for the site. The proposals, as depicted on the GI and Movement Parameter Plan, the GI Plan, the Illustrative Masterplan, the Revised DAS and ES and ES Addendum, have sought to retain and protect the above species and habitats via a series of measures noted in para 1.10 above, which are not repeated here.
- 8.16 The ES Addendum concludes that, based on the survey work undertaken and with mitigation and enhancement measures in place, there is nothing to suggest that the proposed development would lead to a significant impact on any known protected species or ecological features, with impacts considered to be beneficial at the local level and of minor to moderate significance. It states that the mitigation measures would help ensure no net loss in biodiversity terms and enhancements will aim to increase the overall biodiversity of the site post-development. This conclusion is accepted, taking into consideration the recommended conditions and s106 Heads of Terms, which respond to the comments raised by NRW and the Council's Ecologist. Conditions are recommended to: require the submission of a Construction Environmental Management Plan (CEMP), a Demolition Management Plan, a Green Infrastructure Management Strategy, tree assessments (including Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plans), a Soil Resource Survey and Plan and Landscaping Schemes. Conditions are also recommended to: require fences/means of enclosure to allow the free passage of hedgehogs and other wildlife, to require the incorporation of new bird and bat roosting opportunities, to protect the SINC and nesting birds, to extend the provision of the proposed ecotone beyond the SINC frontage (as proposed) to the southern boundary of the site, as required by NRW, and to require the North South corridor to be 15-20m wide. Furthermore, the CEMP condition includes a requirement to include a 10m wide buffer zone alongside all watercourses within and bordering the site during the construction phase, in line with advice from NRW. The Council's Ecologist, Tree Preservation Officer, NRW and DCWW have agreed the recommended conditions. With regards EPS licenses, NRW have confirmed that they would have objected to the application had they considered there might be issues with being able to issue an EPS license. The conclusion of the Council's ecologist that there is not likely to be any significant effect upon any European site is also noted, as is his support for controlled access to Coedy Trenches to off-set any increase in recreation pressure on the Cardiff Beechwoods SAC.
- 8.17 The Ecologist's concern over the suitability of the proposed reptile habitat and his advice over the need to explore the potential along the south-facing boundary can be addressed through the discharge of the recommended GI Management Strategy condition, worded to ensure on-site provision, and at Reserved Matters (RM) stage. Similarly, his concern that a hedgerow may be

proposed within the outer edge of the ecotone can also be addressed at RM stage.

- 8.18 The majority of existing grassland is to be lost as part of the proposals and this has been the subject of third party objections. 0.8ha is proposed to be retained/enhanced within the application site and the applicant proposes a financial contribution towards the management of 2.2ha of grassland off-site. The Council's Ecologist welcomes the undertaking to fund off-site compensation for the loss of species-rich grassland, noting that between 3 and 5ha of species-rich grassland should be retained/created, in a combination of on and off site areas. The final amount of on-site provision will only be known at Reserved Matters stage following discharge of the recommended Green Infrastructure Management Strategy, and an appropriate level of off-site mitigation will be secured through the s106 Agreement. Parks Services have identified three sites for new grassland - Forest Farm lower meadow (approx 1.5ha), Mayflower Park (between Thornhill Rd and Heol Hir - approx 1.25ha), with Trelai Park making up any balance. With regards the third party objection over the loss of species-rich grassland, an extensive amount of survey work has been undertaken on the grassland, as detailed in the ES. This demonstrates that the survey work undertaken by EDP was not fully informed by detailed survey work, in that they did not complete full NVC surveys at the application site. (The NVC communities they provide in their assessment are approximate and are based on a walk-over survey and not a full NVC survey.) The conclusion of the survey work undertaken on behalf of the applicant is that field F4 is not of sufficient species-richness to be classified as a non-statutory wildlife site and this is accepted.
- 8.19 The other third party comments and objections received in relation to ecology are noted. With regards the third party objection on grounds of the identification of part of Rhydlafr Farm as a 'potential off-site receptor area' for reptiles, a condition is recommended to require on-site mitigation, as noted above, in line with the advice from the Council's ecologist that it should be possible to provide adequate mitigation on-site. The proposed use of Rhydlafr Farm as a reptile receptor site was only proposed as a contingency plan, should the reptile translocation unexpectedly result in more reptiles being moved than the amount of habitat to be provided within the site could support. However, as the amount of reptile habitat currently within the site is so small, (only one slow-worm was recorded during surveys and a net gain in reptile habitat is to be provided, as detailed in the Addendum), no longer detailing the use of Rhydlafr Farm is not significant for the mitigation strategy, nor does it affect the findings and conclusions of the ES Addendum. As noted, suitable on-site mitigation for reptiles will be secured as part of the recommended condition to require the submission of a Green Infrastructure Management Strategy. With regards the objection in respect of the terminology used in describing the northern section of the woodland as 'cleared' and providing a potential reptile habitat, this is not an important issue given the condition to require on-site reptile mitigation.
- 8.20 Taking into consideration the above and subject to the recommended conditions to mitigate potential adverse impacts, the proposed development

would not lead to any significant adverse environmental effects on any known habitats, species or ecological features of value, and should create and enhance biodiversity opportunities. The conclusions of the ES are accepted and the application is considered to be policy compliant. The amended submission is welcomed, with the scheme demonstrating a multi-functional green infrastructure approach, in line with the LDP.

(iv) whether there would be satisfactory provision for open space

- 8.21 Recognising the importance of sport and recreation to our quality of life, PPW advises that the Welsh Government's main objectives include: the promotion of a more sustainable pattern of development by creating and maintaining networks of facilities and open spaces in places well served by sustainable means of travel; the promotion of social inclusion, improved health and well-being by ensuring easy access to the natural environment and to good quality, well-designed facilities and open space; and providing innovative, user-friendly, accessible facilities to make our urban areas more attractive places to live, work and visit (paragraph 11.1.3). PPW also places a duty on LPAs to ensure that adequate land and water resources are allocated for formal and informal sport and recreation (paragraph 11.1.10). PPW promotes the multiple-use of open space and facilities to increase their effective use, and calls for those facilities to be sited, designed and maintained as integral parts of new developments (paragraph 11.2.6).
- 8.22 At the development plan level, policy KP4 requires major development to accord with the 'Masterplanning General Principles', which include the need to ensure that *'multi-functional and connected green open spaces form strategically important links to the surrounding areas to provide routes for people and wildlife, and open spaces for sports, recreation and play'*. Policy KP5 requires all new development to *'maximise[s] the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles'* (criterion v). Policy KP16 provides a framework for the protection, enhancement and management of Cardiff's natural heritage assets and requires proposals to demonstrate how green infrastructure - including open space and play areas, growing spaces - has been considered and integrated into the proposals. Policy KP2(C) requires the provision of a minimum of 30h of open space, including 15ha of formal recreation, 6 playgrounds, 2 teen facilities and allotments sites (2 x 50 plot through on-site and off-site provision) across the strategic site. At a more detailed policy level, policy C5 sets out the requirements in terms of provision for Open Space, including provision for children's play. The Council's 'Open Space' SPG requires the provision of a satisfactory level and standard of open space on all new housing developments.
- 8.23 The application provides for varied outdoor opportunities for children, including private gardens, residential streets and local green spaces, in addition to the provision of a Local Equipped Area of Play (0.22ha) and a 'kick about' space (identified in the illustrative masterplan as 60m x 40m), both of which are located within the central open space to the south and set within a 20m building off-set. The Operational Manager, Parks & Sports, has assessed the on-site open space provision and concludes that there is a general overprovision of

open space (1.99ha), against the required standard (1.76ha). Whilst there is no provision for formal open space, this is accepted on balance, taking into consideration the scale of the site, the overprovision and the proposed provision of a 'kick about' area. Whilst a 60m x 40m kickabout area is proposed, a condition is recommended to seek a *minimum* well drained and level grass area of 45-50m x 30m, in line with advice from the OM Parks & Sports and the potential for conflict with trees proposed to be retained. A condition to require the provision of the LEAP and footways within the ecotone is not required, as they will be 'fixed' through the parameter plan. The provision of public open space will be re-analysed at Reserved Matters stage to ensure that the policy requirements are met with respect to total open space provision. Given there is no formal provision of allotments on-site, a financial contribution is sought for off-site provision on the wider site (see section 9).

- 8.24 With respect to the management and maintenance of open space, the recommended Green Infrastructure Management Strategy requires the submission of details for the management and maintenance of green infrastructure to be submitted for approval, with the future management and maintenance of open space to be secured by s106 agreement (see section 9). Taking into consideration the above and the recommended conditions and s106 Heads of Terms, provision for public open space and allotments would be acceptable.

(v) Landscape and Visual Impact

- 8.25 The conservation of landscape is a key PPW objective for the conservation and improvement of the natural heritage (paragraph 5.1.2). PPW draws attention to the need to have regard to the relative significance of international, national and local designations in considering the weight to be attached to nature conservation interests and advises that LPAs should take care to avoid placing unnecessary constraints on development (paragraph 5.3.2).
- 8.26 At the development plan level, policy KP4 requires major development to accord with the 'Masterplanning General Principles', which include the need to *'sympathetically integrate existing landscape, biodiversity and historic features of the site into the development taking opportunities to protect, enhance and manage important features along with mitigation and enhancement measures to provide satisfactory compensatory measures'*. KP5 requires all new development to *'respond to the local character and context of the built and landscape setting'*. At a detailed policy level, policy EN3 provides protection for the landscape and setting of the City, with particular priority given to protecting, managing and enhancing the character and quality of five Special Landscape Areas (SLAs) present within the Cardiff Council area.
- 8.27 The ES includes an assessment of the impact of the proposed development on landscape and visual amenity. The site is not situated within a nationally designated landscape or within a landscape of outstanding value as defined by LANDMAP Wales, with the St Fagans Lowlands and the Ely Valley Special Landscape Area lying approx 1.5km to the south of the site. The site falls within national Landscape Character Area 35 'Cardiff and Newport' and, at a district level, within LCA 3: Western Lowlands, which is given an overall

moderate level of importance and assessed as having a community level of value. The EIA assesses the site as having a site level value, with the main character features including unimproved pasture, hedgerows, hedgerow trees and derelict farm buildings. The assessment outlines that the site is very visually well contained by woodland to the north, west and south and variations in topography to the east, with greatest visibility being restricted to the immediate vicinity of the site along Llantrisant Rd and two public rights of way. Long distance views of the site are limited, with the main long distance view observed from a single public right of way at an elevated position to the NW of the site. From this location, the site forms a minor portion of an expansive panoramic view and is largely obscured by surrounding woodland.

8.28 The ES concludes that the site is able to accommodate the proposed development. The overall significance of landscape effects with mitigation are assessed as slight to slight/moderate adverse, with the only significant effects to remain being those arising from the loss of pasture and openness within the fields, as well as the loss of the historic field pattern. Overall, the significance of visual effects after mitigation is assessed as slight adverse, with the most significant adverse visual effect being experienced from the PROW immediately east of the application site, which will reduce with the establishment of mitigation planting (to moderate/slight adverse). Mitigation measures will be delivered through the 'fixing' of the parameter plans and recommended conditions, which will secure the retention and management of areas of grassland, the restoration and enhancement of existing hedgerows and new native hedgerow planting, the retention of woodland and a central hedgerow meaningfully with a new green corridor and the provision of public opens space to the south of the site, ensuring the retention and management of a significant group of trees on the site. The conclusions of the assessment are accepted and it is considered that the development would not cause unacceptable harm to the character and quality of the landscape and visual amenity, taking into consideration the above, the recommended conditions and the inevitable effects of the change in land use from agricultural/grazing that would result from the allocation of the strategic site in the LDP.

(vi) Impact on Heritage Assets

8.29 PPW confirms the following as Welsh Government objectives for the protection, management and conservation of the historic environment:

- conserve and enhance the historic environment, which is a finite and non-renewable resource and a vital and integral part of the historical and cultural identity of Wales;
- recognise its contribution to economic vitality and culture, civic pride, local distinctiveness and the quality of Welsh life, and its importance as a resource to be maintained for future generations;
- base decisions on an understanding of the significance of Wales' historic assets;
- contribute to the knowledge and understanding of the past by making an appropriate record when parts of a historic asset are affected by a proposed change, and ensuring that this record or the results of any investigation are securely archived and made publicly available; and specifically to

- protect the Outstanding Universal Value of the World Heritage Sites in Wales;
- conserve archaeological remains, both for their own sake and for their role in education, leisure and the economy;
- safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;
- preserve or enhance the character or appearance of conservation areas, while at the same time helping them remain vibrant and prosperous;
- preserve the special interest of sites on the register of historic parks and gardens in Wales; and
- conserve areas on the register of historic landscapes in Wales (6.2.1).

8.30 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council, in considering whether to grant planning permission for development affecting a Listed Building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. PPW confirms this as the primary material consideration (paragraph 6.5.11). The 1990 Act also places a duty of LPAs to pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area. PPW confirms that preservation or enhancement of a Conservation Area can be achieved either by a development which either makes a positive contribution to an area's character or appearance or leaves them unharmed (6.5.21).

8.31 Paragraph 6.5.5 of PPW notes that the conservation of archaeological remains is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains, whether scheduled or not, and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical preservation *in situ*. In cases involving lesser archaeological remains, local planning authorities will need to weigh the relative importance of archaeology against other factors, including the need for the proposed development. PPW also advises that the effect of proposed development on a park or garden contained in the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales, or on the setting of such a park or garden may be a material consideration in the determination of a planning application (paragraph 6.5.26). With respect to Historic Landscapes, PPW notes that information on the register of historic landscapes in Wales should be taken into account by LPAs in considering the impact of EIA development (paragraph 6.5.27).

8.32 At the development plan level, policy KP17 provides a high level framework to protect, manage and enhance Cardiff's heritage assets. Policy EN9 provides a more detailed development management policy to protect the historic environment.

8.33 The site does not include any designated heritage assets. The ES identifies 7 Listed Buildings located within the 2km study area and the Zone of Theoretical Visibility. Of these, only one is within 1km of the site; the Grade II listed Rhydlafr Farmhouse and the Old Byre, located 200m to the west of the site on

the other side of Coed Y Trenches woodland. There are two Scheduled Ancient Monuments (SAM) within the 2km study area; a hill fort 'Llwynda-Ddu Camp' which lies approx 1.4km to the north west and a prehistoric burnt mound 'Cooking Mound East of Taff Terrace' which lies approx 1.5km east of the site. There are no Registered Parks and Gardens within the 2km study area, with part of St Fagans Castle lying 2.1km south of the study site and Craig y Parc, within 2.2km WNW of the study site. The St Fagans Conservation Area lies approx 1.6km to the south of the site.

- 8.34 The ES identifies that the development could have a negligible effect on the setting of Llwyn-Ddu Camp hillfort, with no measurable harm arising to its significance. The ES concludes that no impact or effect would arise on the other assets identified above due to a lack of intervisibility between the heritage assets and the study site, the distance from the study site and lack of associative relationships. The ES also finds that the site is not considered, on available evidence, to be a part of the St Fagans battlefield of 1648.
- 8.35 The findings of the ES in respect of the Historic Environment Assessment are accepted. The Council's Placemaking Team considers that the Historic Environment Assessment provides a robust assessment. They confirm that the setting of Rhydlaf Farm and the Old Byre (Grade II) – the only asset within close proximity - would be preserved due to the intervening dense woodland and position of the farmstead. Cadw are also supportive of the assessment and advise that, whilst the proposed development will have an adverse impact on the setting of the Llwyn-Ddu Camp SAM, it will not be significant and that the development will not have an impact on the setting of the Cooking Mound East of Taff Terrace SAM. Cadw also advise that they agree that the development will have no impact on the setting or significance of registered historic parks and gardens. With regards the battlefield, Cadw advise that it is unlikely that the development will have a significant impact on either the fabric or setting of the St Fagans battlefield of 1648, located 0.9km SW of the development site.
- 8.36 Whilst the site does not include any designated archaeological remains, the baseline assessment identifies the potential within the site for non-designated archaeological remains related to the use of the application site as agricultural land and a farmstead, with the impact assessed as no greater than negligible. The ES identifies that the farmhouse has a medieval origin, and ridge and furrow features which may also be medieval in date. An archaeological geophysical survey and field evaluation was carried out across the open fields on the site on advice from GGAT and forms part of the ES Addendum. The results were negative, with no significant features or structures encountered with the exception of an undated boundary ditch being recorded in the eastern part of the site and a field drain in the western field. This further evaluation led the ES Addendum to conclude that there is a low potential for buried remains of any period to survive of such significance as to preclude development. However, whilst the agreed scheme of investigation included provision for trenching in and around the farmyard, this was not possible owing to the ecological site sensitivities in this area. Notwithstanding this, the ES conclusion remains that there is unlikely to be any archaeological remains of more than local significance present in the area. Cadw confirm that the further

work produced no information on archaeological features likely to be of national importance and confirm their earlier advice remains valid. GGAT recommend a condition requiring the Applicant to submit a detailed written scheme of investigation for a programme of further archaeological work to investigate the potential for a medieval origin for the farm house, as well as provision for archaeological excavation or watching brief if required, in addition to detailing appropriate recording of the ridge and furrow. This condition is recommended to Members.

8.37 With respect to the third party objection that the submission has no commentary on Historic Landscape Character or its value, the ES Addendum clarifies that the site does not lie within a landscape included on the Register of Landscapes of Historic Interest in Wales and, as a result, has not undergone formal Historic Landscape Characterisation by GGAT, as has been the case for Registered Landscapes. Given this, the historic landscape interest of the site was not considered significant enough to warrant designation by inclusion in the Welsh Register. The ES Addendum notes that while the historic landscape of the Landmap Aspect Area in which the site lies is assessed as of 'high' value, it does not constitute a formal designation and covers a wide area of landscape of which the development forms a small part. As a result, the ES addendum confirms that the potential impacts on the historic landscape as a whole have not been formally considered, albeit that component aspects of the historic landscape which contribute to the historic character and archaeological interest have been assessed. This approach is accepted. It is noted that the ES has considered the site's historic use as agricultural land and a farmstead, including its historic field pattern. Whilst the degree of harm to the remains of Goitre Fach Farm, the ridge and furrow, field boundaries and land drains and associated potential archaeological remains would represent a major magnitude of effect to these assets, in that they would be lost, they are assessed as being of low sensitivity. As such, the significance of effect would be minor adverse during the construction phase and negligible with mitigation in place, to be secured via the recommended archaeological condition. Overall, the Historic Environment Assessment and further work undertaken is welcomed and provides a robust assessment of the potential impacts of the proposal sufficient to allow the site to come forward for development.

(vii) Placemaking

8.38 PPW notes that to create sustainable development, design must go beyond aesthetics. It sets out 5 key objectives for good design, encompassing access, character, community safety, environmental sustainability and movement (section 4.11). Paragraph 9.1.2 sets out key principles LPA's should promote in delivering new housing, of which the following are particularly pertinent to this section:

- attractive landscapes around dwellings, with usable open space and regard for biodiversity, nature conservation and flood risk;
- greater emphasis on quality, good design and the creation of places to live that are safe and attractive;
- the most efficient use of land;
- well designed living environments, where appropriate at increased densities;

- construction of housing with low environmental impact; reducing the carbon emissions generated by maximising energy efficiency and minimising the use of energy from fossil fuel sources, using local renewable and low carbon energy sources where appropriate.

8.39 This is reflected at the development plan level, with policy KP5 establishing the wide-ranging principles against which the design of new developments will be assessed. KP4 is also relevant, setting out wide-ranging Masterplanning General Principles that major development should accord with. This 'placemaking' section of the analysis focuses on design as it relates to density, scale, character/built form, community safety and renewable energy. Access and movement matters are addressed elsewhere.

8.40 The application has been subject to a positive design process with the Council's masterplanning and green infrastructure teams, which has resulted in a good solution for the site. The amended submission now responds well to the site constraints and opportunities, and demonstrates a careful consideration of green infrastructure and urban design matters. The Land Use and Building Heights parameter plan shows the extent and location of the built development area, open space, access points and building heights (described in section 1), whilst the Green Infrastructure and Movement parameter plan sets out parameters in respect of vehicular, pedestrian and cycle access, and green infrastructure, demonstrating a high level of permeability, a convincing street hierarchy and appropriate linkages to the wider site. The commitment to tree planting along the main east-west route, the route into Plasdwr, along Llantrisant Rd and around the edge of key urban spaces is particularly welcomed. These parameters are effectively expressed in the Illustrative Masterplan. The Revised Design and Access Statement provides a strong design framework to further inform the design of reserved matters (appearance, landscaping, layout, scale and access within the site). Importantly, the DAS includes a Built Form Design Principles Plan, which is welcomed and gives an indication of the overall layout of the scheme with regards to streets and spaces, including squares, key frontages and focal buildings, and includes a set of design principles to be captured at Reserved Matters stage. Importantly, this demonstrates a commitment to principle frontages at the site entrance and running into Plasdwr, a key frontage along Llantrisant Rd, and active frontages across the rest of the scheme. The Revised DAS also sets out proposals in respect of density, which are acceptable and which will be pursued at Reserved Matters stage. The 3 distinct character areas proposed in the Revised DAS (The Spine Rd, Llantrisant Rd and Rural Edge and POS frontage) are a well-considered response to the site, and demonstrate careful thinking with regards character, built form, public realm and landscaping, parking, and street and boundary treatments. This has resulted in a scheme with an appropriate mix of key green and urban spaces, set within a network of multifunctional green corridors. A condition requiring the submission of a public art strategy is recommended to further the creation of a quality and legible built environment, consistent with policies KP5 and KP6.

8.41 There is some concern over the block dimensions shown on the Illustrative Masterplan, in that the privacy distances are unproven and appear tight. This

will be addressed at Reserved Matters stage, as layout is a reserved matter. The concern is reflected in condition 3, which is carefully worded to ensure that the block structure and privacy distances shown in submitted plans are not 'fixed'. Similarly, careful attention will be given to building height at RM stage, as there is some concern that the height parameters are very loosely described and, alone, might not deliver sufficient building height at appropriate locations. Given this, condition 3 requires the reserved matters application to accord with the Built Form and Design Principles Plan. Those concerns aside, which can be appropriately addressed at RM stage, the proposal represent a good solution for the site. As noted, condition 3 is recommended to require the reserved matters application to accord with the parameter plans and the Built Form and Design Principles Plan, and to substantially accord with the Revised DAS, in order to capture the design progress made since the original submission.

- 8.42 The submission demonstrates that the application has been well considered, in design terms, in the context of the masterplanning of site C and complies with policy KP2C. It provides a provides an active frontage onto Llantrisant Rd, reflecting the Llantrisant Rd treatment promoted by officers and which accords with that approved for Land North and South of Llantrisant Rd under pp. 14/02157MJR, provides a suitable buffer to the woodland, promotes a network of multifunctional corridors and a range of densities appropriate to the site. Radyr Golf Club has confirmed that they have no comments to make and in this regard it is concluded that the site effectively responds to Radyr Golf Course as a constraint, as required by KP2C. The submission broadly accords with the Schematic Framework for Strategic Site C, in that it provides a mix of residential areas and open space, with a green corridor adjacent to Coed y Trenches. It is accepted that the precise delineation of the open space and residential area proposed differs from Schematic Framework. However, it is noted that the plan is schematic only, and that both the Council's Ecologist and Parks Services are satisfied with the proposals in respect of open space and grassland mitigation.
- 8.43 With respect to crime and disorder, Section 17 of the Crime and Disorder Act 1998 states *'it is the duty of the authority to exercise its various functions with due regard to the likely effect on crime and disorder in its area and the need to do all that it reasonably can to prevent crime and disorder'*. This duty has been considered in the determination of this application. At the development plan level, policy C3 provides a framework for promoting a safe and secure environment and minimising the opportunity for crime. The Revised DAS sets out key community safety objectives and principles that have been taken into consideration in the masterplan. It is notable that South Wales Police has no objection, welcoming the fact that the developers have tried to maximise surveillance. Conditions are recommended to require details of means of enclosure and a scheme of lighting to be submitted at reserved matters stage. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision. Further consideration will be given to the effect on crime and disorder at Reserved Matters stage, with South Wales Police again consulted.

- 8.44 With respect to renewable energy, policy EN12 aims to encourage developers of major and strategic sites to incorporate renewable and low carbon technologies into developments. An energy statement forms part of the submission and a condition is recommended to require the submission of an energy strategy, to include an assessment of opportunities to deliver renewable and low carbon technologies, consistent with the approach taken with regard to applications 14/02157MJR and 14/02188MJR and in the absence of SPG on this important subject area.

(viii) Socio Economic Impact Assessment and Community Benefit

- 8.45 Paragraph 4.2.2 of PPW confirms that the planning system provides for a presumption in favour of sustainable development to ensure that social, economic and environmental issues are balanced and integrated. Paragraph 9.1.2 notes that LPA's should promote sustainable residential environments, avoid large housing areas of monotonous character and make appropriate provision for affordable housing and mixed tenure communities.
- 8.46 At the development plan level, policy KP13 sets out a range of measures to develop sustainable neighbourhoods, tackle deprivation and improve the quality of life for all. These include the provision of a range of dwelling sizes, types and affordability, and the provision of a full range of social, health, leisure and social facilities and community infrastructure. Policy KP4 requires that major development should accord with the Masterplanning General Principle that requires *'provision of a full range of social and community facilities will be concentrated within mixed use neighbourhood centres located along public transport corridors and easily accessed by walking and cycling'*. Policy KP5 requires all new development to provide *'a diversity of land uses to create balanced communities and add vibrancy throughout the day'*. Policy KP6 requires new development to make appropriate provision for, or contribute towards, all essential, enabling and necessary infrastructure required as a consequence of the development. The provision of affordable housing, schools and education, health and social care and community facilities as necessary infrastructure (amongst other matters) are identified as *'necessary infrastructure'*. At a detailed policy level, policy C1 encourages and provides the policy context for new and improved community, health and religious facilities. The policy's supporting text notes that *'new strategic housing developments allocated in policy KP2 will be required to ensure that sufficient new community facilities are provided and integrated within the development to serve the needs of future and existing residents'*. Policy C6 provides a framework for reducing health inequalities and encouraging healthy lifestyles, and policy C7, a framework for planning for schools. Policy H3 requires the Council to seek 30% affordable housing on greenfield sites, and for this to be delivered on-site unless there are exceptional circumstances.
- 8.47 An assessment of the social and economic impacts was undertaken and forms part of the ES, whose findings are that the proposed development is acceptable, and would bring direct and indirect social and economic benefits overall and a neutral cumulative impact when combined with other proposed developments. Key effects noted include: an overall positive effect on the range and viability of facilities and services in the area, increased choice and mix of

housing including much needed affordable and family housing, contributions where appropriate to the provision of primary and secondary school places, and the creation of approximately 280 FTE construction jobs to the benefit of the local economy during the construction phase. This overall conclusion is accepted, taking into consideration the above and the following matters:

Housing (including the provision of Affordable Housing)

- 8.48 The proposal would deliver up to 300 dwellings and much needed affordable and family housing. Following s106 negotiations, the Applicant has agreed to provide 30% of affordable housing on-site, comprising 10% Social Rented, 15% Intermediate Rented and 5% Low Cost Home Ownership and including a learning disability facility, thereby contributing to the range and choice of housing. This is welcomed and will be secured via s106 Agreement. Further details are set out in Section 9.

Community Facilities

- 8.49 Whilst no on-site facilities are proposed, an appropriate financial contribution towards the provision of off-site community facilities within the Creigiau/ St Fagans ward and/or Fairwater Leisure Centre would be secured, as detailed in Section 9. This is entirely appropriate and welcomed, noting that Policy KP2 (C) identifies a 'financial contribution to upgrading of Fairwater Leisure Centre' as 'necessary infrastructure' and that policy C1 establishes that community facilities should be located within district and local centres.

Health

- 8.50 With regards health, policy C6 establishes that priority in new developments will be given to reducing health inequalities and encouraging healthy lifestyles through i) identifying sites for new health facilities and ii) ensuring they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety. The supporting text recognises that not all new developments will be able to identify land for new health facilities, noting that the policy will be applied flexibly as a result (para 5.344). Whilst this application does not identify a site for new health facilities, such provision will be secured across the wider site as part of the masterplanning approach, as required by policy KP2C and it is noted that the proposal is making a full contribution towards community facilities. This approach reflects advice from UHB, who – in considering the potential demand arising from strategic sites C, D and E - note that there is some limited capacity within existing GP practices in NW Cardiff, but a significant shortfall overall. Their stated preference is for new facilities to be located as part of a shared community facility within the main district centre of strategic site C. With regards other health benefits, the development supports interconnectivity and active travel choices, provides access to green open space and children's play facilities and gardens which may be used for food growing and facilities to enhance road safety, in compliance with criterion (ii). Conditions are also recommended to control land contamination and noise from traffic to ensure no unacceptable harm to human health.

Education Facilities

8.51 The development will also lead to an increased demand for school places. School Services preferred strategy to meet the needs arising from the development is set out in Section 5, would accord with policy C7, and is captured in the s106 Heads of Terms set out in Section 9. As previously noted, this schools strategy for the site is not dependent on the delivery of schools on the wider site, but rather based on the use of financial contributions for the enlargement of Pentyrch Primary School and Radyr Comprehensive school, and financial contributions to expand Welsh-medium primary and secondary school provision on a site to be determined (with contributions also sought to acquire land).

(ix) Impact on air quality, noise and vibration, light pollution and contaminated land

8.52 The PPW objective for the management of environmental effects and pollution is to *'maximise environmental protection for people, natural and cultural resources, property and infrastructure, and prevent or manage pollution and promote good environmental practice'* (paragraph 13.1.12). At the local level, policy EN13 seeks to protect unacceptable harm caused by air, noise, light pollution or land contamination.

8.53 With regards air quality, the ES includes an assessment of the likely changes in air quality from the construction and operational phases of the development, with further undertaken in to address the initial concerns raised by the Air Quality Manager. This included a review of monitoring locations to better represent 'urban background' concentrations for the site/Cardiff, an assessment of the Llandaff AQMA including monitoring locations within the area, and reduced modelled speeds at junctions for the 'with development' scenario. The consultants have also confirmed that the development traffic assessment used a typical residential split for similar sites throughout the UK (58% vehicle driver) and included the effects of the BBC site on Llantrisant Rd.

8.54 The conclusion of the assessment is that the air quality effects would be 'not significant'. With regards the construction phase, the impacts of dust generation and plant vehicle emissions are predicted to be of short duration, of low risk before mitigation, and with the recommended dust mitigation measures in place, 'not significant'. With regards the operational phase, changes in road vehicle emissions are noted to be the main consideration, and the overall impact on air quality in the surrounding area from nitrogen dioxide and fine particulate matter is assessed as 'negligible'. The assessment also concludes that air quality would be acceptable at the development site, making it suitable for the proposed uses. Pollution Control has confirmed that they are satisfied with the conclusions drawn in the Air Quality addendum. Conditions are recommended to require a Dust Management plan to be submitted as part of a Construction Environmental Management Plan and a financial contribution towards air quality monitoring would be secured via s106 Agreement, in line with advice from Pollution Control. With respect to the query from the Director of Public Health regarding the updated Local Air quality Management Technical Guidance (LAQM.TG16) which replaced LAQM.TG(09), the 2016 update does not require any changes to the methodology used in the

December 2015 assessment or May 2016 addendum and the methodology and conclusions remain the same.

8.55 With regards land contamination, the ES included a ground condition assessment, including contamination on sensitive on-site and off-site receptors during construction and operational phases. The assessment concluded that without mitigation, the significant of effects during construction and operation would be negligible to moderate, and negligible following mitigation, with no measurable cumulative effects. The consultants also reviewed the initial ground conditions assessment following concerns from third party objectors in respect of potential sink holes in the area and concluded that the findings of the original assessment are sound and that the geology at the application site makes such features highly unlikely and that the site presents a negligible risk of solution features such as sink holes. Pollution Control have advised that they agree with the assessment and recommend conditions to control unsuspected contamination, imported soil and aggregates, and advisory notices in respect of radon gas protection, and contaminated and unstable land. These are recommended to members, in addition to a Construction Environmental Management Plan condition, recommended by NRW, which amongst other things, reflects NRW's requirement for a 10m wide buffer zone to be respected alongside all watercourses within and adjoining the site during the construction phase.

8.56 With regards noise pollution and vibration, the ES includes an assessment of the potentially significant noise and vibration effects during construction, and from off-site traffic generation associated with the occupation and use of the development, in addition to an assessment of the suitability of the site for residential use. This concludes that significant noise and vibration effects would be unlikely to occur, either on the environment from the development, from the environment on the development or in cumulation with the noise and vibration effects from the wider site, and that the site is suitable for the proposed residential use. Pollution Control have confirmed that the noise and vibration assessment meets their requirements, and recommend a condition to control road traffic noise and an advisory notice in respect of construction site noise and noise legislation.

(x) Residential amenity

8.57 PPW provides that *'insensitive infilling, or the cumulative effects or development or redevelopment, including conversion and adaption, should not be allowed to damage an area's character or amenity. This includes any such impact on neighbouring dwellings, such as serious loss of privacy or overshadowing'* (paragraph 9.3.3). At the development plan level, policy KP5 requires all new development to ensure no undue effect on the amenity of neighbouring occupiers.

8.58 It should be noted that appearance, layout, scale, landscaping and access within the site are reserved matters, and that the detailed consideration of impact on residential amenity, as a consequence of overlooking, overbearing and overshadowing, can only be fully assessed and controlled at reserved matters stage. A condition is recommended to better inform this process and

allow for the consideration of the impact of 'floor and ground levels', and not just separation distances and building height, on residential amenity. It is considered that any impact in respect of noise and air quality (in respect of dust) can be adequately controlled through the recommended conditions and noise legislation, as noted above. Conditions are also recommended to control lighting.

- 8.59 With respect to any safety effects from gas infrastructure, neither the Health and Safety Executive, nor Wales and West Utilities have raised any objection. An advisory notice is attached to remind the developer of advice from Wales and West Utilities.

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

- 8.60 PPW notes that the Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel (8.1.1). The Welsh Government supports a transport hierarchy in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by public transport and then finally by private motor vehicles (8.1.4).
- 8.61 The Wales Spatial Plan (2008 update) includes guidance in respect of the 'South East Wales- Capital Region' noting its intention that this region 'will function as a networked city region, on a scale to realise its international potential, its national role and to reduce inequalities with comparable areas in the UK' and recognizing that 'a fully integrated high quality transport system is necessary for this to happen' (p. 98). In terms of achieving sustainable accessibility, the plan importantly recognises that 'road building in general is not a sustainable solution to the pattern of traffic growth' and that 'the overall priority is to make better use of the Area's existing transport infrastructure, to deliver more sustainable access to jobs and services'.
- 8.62 The Council's transport strategy underpinning the LDP is focussed on seeking to reduce car use by encouraging people to use more sustainable modes of transport. A central aim of the strategy is to achieve a 50:50 split between journeys by car and walking, cycling and public transport in respect of all trips by the end of the Plan period. Policy KP8 aims to ensure that development is properly integrated with transport infrastructure to achieve a shift away from car-based travel and sets out this 50:50 mode split as a target. The reasoned justification clarifies that achieving the 50:50 target will not be a matter of requiring all new development within the plan period to achieve a 50:50 modal split, but rather that measures will be sought to maximise the possible share of trips by sustainable modes for all sites (para 4.118). Policy T2 identifies the A4119 Llantrisant Rd as forming part of the Western Bus Corridor, one of four Rapid Transit Corridors identified as a focus for public transport enhancements that will serve the main LDP strategic sites and feed into the City Centre. KP2 (C) details the transport infrastructure to be provided on strategic site C.

Policy KP4 also seeks to help realise this mode split shift by ensuring major development is are planned to deliver *'dedicated sustainable transport corridors including provision for public transport, cycling and walking which will form key elements of the overall masterplan and effectively link into the wider network'*, that *'walking, cycling and public transport will be attractive, practical and convenient travel choices for all'*, that *'provision of a full range of social and community facilities will be concentrated within mixed use neighbourhood centres located along public transport corridors and easily accessed by walking and cycling'* and that *'new development ... provides good connectivity to adjoining areas...'*.

- 8.63 The proposal's transport strategy and package of mitigation measures, set out in Section 1, are soundly based and the Operational Manager, Transportation has concluded that they are sufficient for the proposal to come forward in advance of development on the wider site. Key material considerations are set out in paragraph 8.3 and the Operational Manager's detailed comments in Section 5, and these are not repeated here. To ensure delivery of the transport strategy for the site, conditions are recommended to: secure the delivery of the main vehicular access to the site and improvements (including a 3m segregated cycleway) along the site's Llantrisant Rd frontage, secure a landscape scheme for those highways works, secure direct access to Plasdwr in line with the Council's Spine Road treatment at Reserved Matters stage, ensure the provision of 'safe zones' within shared spaces to protect vulnerable users, control car and cycle parking, secure the provision of lit roads before occupation of dwellings, control gradients of all streets within the site to promote inclusive access, secure a Construction Environmental Management Plan and Residential Travel Plan, and appropriate phasing of infrastructure. The detailed highway works and internal site access would be subject to agreement under Section 38/278 of the Highways Act, and all footpaths in green corridors, to agreement under Section 25 to dedicate them as PROWs. The agreement and implementation of the Residential Travel Plan, 5 year bus subsidy, measures to facilitate the future bus gate/ access through the site to Plasdwr and a contribution towards the emerging North West Corridor Programme would be secured via a Section 106 Agreement (see Section 9 for further information).
- 8.64 As a result of the amendments to the application, revised traffic forecasts have been produced and considered in the ES Addendum. The ESA concludes that there will be no residual highway and transportation effects from construction traffic following implementation of the CEMP and that there will be no significant operational effects of the development on the highway network. The assessment identified that additional traffic and increased delay would occur at congested junctions, identified as a minor negative impact, and this has been the subject of third party objections. Members attention is drawn to the Inspector's Report on the Examination into the Cardiff LDP, which recognised this as a potential outcome, noting that *'we agree with assertions made at the examination that it would be unrealistic to expect traffic to flow unimpeded at peak times or to attempt to build sufficient road capacity to accommodate and prioritise the convenience of car users'* (para 7.10). As noted above, the Operational Manager, Transportation has no objection to the proposal. He

concludes that the traffic flows and traffic modelling for this site have been adequately addressed and that the proposed mitigation is sufficient to enable the proposal to come forward and to increase the sustainable travel credentials of the site in the interim period, prior to the wider site coming forward. His detailed comments also respond to objections received from RCT, Network Rail and third parties.

- 8.65 Taking the above, the representations received and the detailed comments of the OM Transportation into consideration, together with the recommended conditions and legal agreement Heads of Terms set out in Section 9, it is considered that the development complies with planning policy in respect of highways and transportation matters, and that the effects on traffic and transport can be adequately mitigated.

(xii) Water Resources, Drainage and Flood Risk

- 8.66 PPW advises that flood risk and the 'adequacy of water supply and the sewage infrastructure are material in considering planning applications and appeals' (paras 13.2.1 and 12.4.1). With respect to surface water run-off, PPW advises that *'in determining applications for development, local planning authorities should work closely with Natural Resources Wales, drainage bodies, sewerage undertakers, prospective developers and other relevant authorities to ensure that surface water run-off is to be controlled as near to the source as possible by the use of sustainable urban drainage systems. They should also ensure that development does not: increase the risk of flooding elsewhere by loss of flood storage or flood flow route; or increase the problem of surface water run-off'* (para 13.4.2).
- 8.67 At the development plan level, policy KP5 requires all new development to be of a high quality sustainable design by, amongst other things, *'achiev[ing] a resource efficient and climate responsive design that provides sustainable water and waste management solutions....'* (criterion vii). Policy KP6 identifies flood mitigation and utility services as 'essential/enabling infrastructure'. KP15 requires development proposals to avoid areas susceptible to flood risk and prevent development that increases flood risk in order to tackle climate change. KP16 identifies strategically important river valleys (iii) and holistic integrated surface water management systems as natural heritage assets requiring protection and conservation. KP18 requires development proposals to protect the quality and quantity of water resources, including underground surface and coastal waters (ii).
- 8.68 At a detailed level, policy EN14 provides the framework for controlling flood risk, noting amongst other things, that development will not be permitted where it would increase the risk of flooding from fluvial and/or tidal flooding or from additional run-off from the development, and, where appropriate, requires the developer to demonstrate that they have considered the need to incorporate environmentally sympathetic flood risk mitigation measures such as Sustainable Urban Drainage Systems (SUDS). Policy EN10 promotes water sensitive design and integrated water cycle management to manage water locally and to reduce demands on the network, including SUDS, whilst policy EN11 seeks to prevent development that would cause unacceptable harm to the quality or quantity of underground, surface or coastal waters.

- 8.69 The preliminary strategy for surface and foul water drainage is set out in Section 1 and is not repeated here. Further to responses from Drainage Services in respect of surface water drainage, a Hydrological Impact Assessment, including CCTV surveys of the system, was undertaken to further inform the preliminary strategy and the amended submission. Whilst the use of infiltration /soakaways has been discounted for the surface water drainage strategy at this outline stage, based on a desk study and local knowledge, the ESA notes that a full site investigation will be carried out by the Applicant to determine if the use of infiltration/soakaways is possible to inform the detailed design stage. As noted in Section 2, the site falls within Zone A of the development advice maps contained in TAN 15, which means that it has little or no risk of fluvial or tidal/coastal flooding. The ES concludes that, with appropriate mitigation, the residual effect on water resource would be negligible. The ES also notes that site topography dictates that the eastern boundary is the local high point and that the risk from surface water run-off from adjacent land is negligible.
- 8.70 With respect to surface water drainage, Drainage Services confirm agreement with the HIA in principle, that the site has a viable option for the discharge of surface water and that the detailed design of the surface water drainage scheme can be progressed via condition. The recommended condition has been agreed by Drainage Services and DCWW and, amongst other things, requires the following further investigations to be undertaken to support the detailed design of a surface water drainage scheme: an investigation to determine if the use of infiltration methods of drainage is possible, an updated Hydrological Impact Assessment and assessment and prior approval of existing greenfield run off rates. The surface water drainage condition requires the drainage system to be assessed in relation to the impact of a 1 in 100 year return period storm and climate change allowance of 30% and to provide locations, depths and cross sections of the proposed areas of controlled flooding and their flood flow routes. Details are also required to be submitted in respect of the proposed management and maintenance of the scheme throughout its lifetime, and the condition is worded to allow for adoption by any public authority, statutory undertaker or private management company. Those management and maintenance arrangements will be secured via s106 Agreement, as detailed in Section 9.
- 8.71 With respect to the two ditches proposed to be in-filled, Drainage Services have confirmed that there is no connectivity from the ditches to the wider catchment, such that they will not require ordinary watercourse consent for their stopping up and they raise no objection to their infilling.
- 8.72 With regards foul drainage, the preliminary strategy was to connect to the existing adopted system within the nearby Rhdylafar development via manhole ref ST11802005. Further to DCWW's initial objection, the Applicant has engaged with DCWW to review alternative points of connection. DCWW have now removed their objection, subject to a condition requiring a foul water drainage scheme to be submitted which shall connect with the public sewer in Clos Parc Radyr at manhole ref ST13791904, and have advised they are satisfied that adequate capacity exists to accommodate the proposed development. The ES concludes that, as the foul water system is to be adopted by DCWW to an adoptable standard, foul water issues are considered

of negligible significance. This conclusion is accepted and is considered equally applicable to the alternative connection point. A condition is recommended to require the approval and implementation of a foul water drainage scheme.

- 8.73 A condition is also recommended to require the submission and implementation of a Construction Environmental Management Plan, which amongst other things, includes measures to prevent contamination and control flooding during the construction phase. The conditions are specifically worded to ensure that the LPA cannot approve any reserved matters application until the foul and surface water drainage schemes have been approved, and that no dwelling can be occupied until the schemes have been completed.
- 8.74 Taking the above, the representations and consultation responses received, together with the recommended conditions and legal agreement Heads of Terms set out in Section 9, it is considered that the development complies with planning policy in respect of drainage and flood risk and that the effects of development can be adequately mitigated.

(xiii) Equalities Impact Assessment

- 8.75 The Public Sector Equality Duty (Section 149 of the Act 2010) requires the Council to have due regard to the need to eliminate discrimination, promote equality of opportunity and foster good relations between different communities. The Act 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. In terms of the promotion of inclusive access, equality and diversity, there will be no apparent abnormal differential impact on any people protected under the Equality Act 2010 as assessed at this outline stage, noting that detailed layout, appearance, landscaping, scale and access within the site will be considered at reserved matters stage. The revised DAS sets out principles for inclusivity, which are considered acceptable and will be promoted in the consideration of reserved matters. As noted above, a condition is recommended to enable assessment of the ground and building heights at reserved matters stage to help promote inclusive access. Conditions are also recommended to require 'safe zones' within shared spaces to protect vulnerable uses and to require that refuse collection vehicles can reach within 25m of all dwellings in order for the Council to offer an Assisted Lift collection service. In addition, the developers have agreed to deliver a facility for people with learning disabilities, which is welcomed and will help address identified housing need.

(xiv) Wellbeing of Future Generations (Wales) Act 2015

- 8.76 Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision. There is significant overlap between the well-being goals the Act puts in place and

national and local planning guidance, given the central role of planning in delivering sustainable development. The key issues that have formed material considerations in the determination process are pertinent to the stated well-being goals of the Act.

(xv) The Environment (Wales) Act 2016

- 8.77 The Environment (Wales) Act 2016 enshrines in law principles and polices for managing natural resources in a sustainable way. Amongst other things, it introduces a new biodiversity duty on public authorities to seek to maintain and enhance biodiversity when exercising their functions, and in so doing to promote the resilience of ecosystem, so far as consistent with the proper exercise of those functions. This duty and the resilience of the ecosystems have been considered and discharged in the evaluation of this outline application, and has taken into consideration the following aspects of ecosystems - diversity, connections between and within ecosystems, scale, condition and adaptability. The mitigation measures sought in respect of green infrastructure, habitat connectivity, habitat compensation and protection of species (via conditions relating to the Green Infrastructure Management Strategy, ecotone and N-S corridor, Coed y Trenches SINC, promotion of biodiversity through design, nesting birds, landscaping, trees, soils, surface water drainage and parts of the CEMP) are aimed at delivering the Biodiversity and Resilience of Ecosystems Duty (BRED). It is accepted that there would be no significant negative effects on any known habitats, species or ecological features of value, and that the development would potentially create and enhance local opportunities for wildlife, taking into consideration the recommended conditions, as noted above in section (iii) – Impact on Wildlife and Habitats. This duty would be further considered in the consideration of reserved matters and future discharge of condition applications.

(xvi) Response to third party objections

- 8.78 The objections raised are noted and have been taken into consideration. The following comments are provided in respect of matters not addressed above:
- the occupiers of Rhydrafar Farm were consulted on both the initial and amended application;
 - there are legal requirements for the obligations contained in section 106 agreements, the purpose of which is to provide site specific impact mitigation to make individual developments acceptable in planning terms. A Section 106 agreement is a material planning consideration under s.70(2) of the Town and Country Planning Act 1990 in determining whether to grant permission, provided that it meets the tests set out in regulation 122 of the Community Infrastructure Regulations 2010. Regulation 122 provides that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development.
 - Under the terms of the Charter Community Councils may respond to Cardiff Council on planning applications upon which they are consulted which are in or directly affect their communities. Community Councils therefore have the opportunity to identify considered local priorities for S106/CIL (when in

place) through their roles in providing responses on planning applications. As S106 agreements are signed between the Council as the local planning authority by whom the obligation is enforceable and landowners, the primary negotiation will be between these two parties taking account of a wide range of factors, including all potential priorities for eligible spend and viability factors. However, the Community Councils can feed through their considered priorities for local spend as part of the Development Management process and this feedback will help inform the Council's position in terms of potential scope for local spend. The section 106 process is carefully monitored by the relevant Planning Officers and Head of Planning to ensure that whilst the precise circumstances of each case will vary, the legal tests are met and any s106 request is policy compliant. The decision on planning applications, including agreement of the Heads of Terms of S106 obligations, are made by Planning Committee or under the Council's approved scheme of delegations.

- With regards to the preparation of a Cardiff Community Infrastructure Levy (CIL), Cardiff has recently completed a public consultation on a Draft Charging Schedule (DCS). The responses to consultation are currently being considered prior to submission for Independent Examination anticipated in Spring/Summer 2017. Any development which is approved prior to the introduction of the CIL will not be liable to pay the levy. In addition, the current DCS advocates a "zero" or "nil" CIL from residential development within Strategic sites and for developments of over 500 dwellings.
- The S106 obligations requested from the proposed development are considered to be in accordance with the adopted LDP Policies KP2C, KP6 (New infrastructure) and KP7 (Planning obligations), as well as meeting the tests prescribed under the CIL Regulation 122 and Welsh Office Circular 13/97. Where land cost is required to deliver necessary, essential and enabling infrastructure, these have been accommodated within the calculations for developer contributions.

9. **S106 Requirements and viability**

9.1 The section 106 Agreement will be required to cover the following matters:

Affordable Housing -

- 9.2 30% affordable housing to be delivered on-site. The tenure of the affordable units would be 10% social rented, 15% intermediate rented (both to be built to Welsh Government DQR standards) to be purchased at the Council's fixed capital payment values and 5% Low Cost Home Ownership to be purchased at 70% market value. Within the social rented percentage there will be an affordable housing scheme for clients with learning disabilities (circa 6 units), the design/specification of which will need to be agreed in writing by the Council prior to the submission of the (first) Reserved Matters application.
- 9.3 If there are any roads or public open space, public realm, green infrastructure within the Land that will be subject to a service charge or additional charge, then any such reasonable charge shall be included within the rent of the Affordable Housing Units provided that in the case of both the Social and

Intermediate Rented Units the imposition of any such charge shall not increase the rent/weekly charge including service charge to a level that exceeds 100% of the published Rent Officer Local Housing Allowance then in force.

Education

- 9.4 Based on an assumed 300 dwellings (26 non-qualifying 1 bedroom dwellings, 11 qualifying apartments and 273 qualifying houses), the following contributions are sought:

Primary – A financial contribution of **£997,714** comprising:

- £702,808 towards English-medium primary school places
- £175,702 towards Welsh-medium primary school places
- £119,204 towards Welsh-medium primary school land purchase (0.0804ha)

Secondary – A financial contribution of **£936,770** comprising:

- £668,406 towards English-medium secondary school places
- £167,101 towards Welsh-medium secondary school and sixth form places
- £101,263 towards Welsh-medium secondary school land purchase (0.0683ha)

A land valuation of £600,000 per acre/ £1,482,630 per hectare has been assumed. Should the number and mix of dwellings vary from that assumed above, a proportionate contribution would be re-calculated on approval of the final Reserved Matters application, based on the SPG 'Developer Contributions for School Facilities' (March 2007).

As noted in Section 5, the Council's strategy for English medium primary and secondary schools is to use financial contributions to expand Pentyrch Primary School and Radyr Comprehensive School on-site, with no contributions towards land purchase sought for English-medium provision. A fall-back position would need to be written into the s106 Agreement should the expansion of schools other than these be identified as the appropriate way forward to meet demand from the site.

Community Facilities

- 9.5 A financial contribution of £988.50 per dwelling is sought in lieu of on-site provision of community facilities, to be used to improve community facilities within within Creigiau/ St Fagans ward and/or Fairwater Leisure Centre. An indicative amount, based on the above and assuming delivery of 300 dwellings, would be £296,550. The actual contribution would be calculated on approval of the final Reserved Matters application.

Green Infrastructure / Open Space

- 9.6 Details of future management and maintenance for green infrastructure/ open space will be specified within the s106 Agreement.
- 9.7 A financial contribution is required to fund allotment plots on the wider strategic site C, based on the following formula and assuming: 1800 units would require

provision of 40 plots, 300m² is required per plot (250m² + 20% for access roads and other infrastructure) and an off-site contribution rate of £421,496 per ha:

Number of units/1800 x 40 = number of plots.

This would be calculated on approval of the (final) Reserved Matters application. An indicative amount, based on the above and assuming 300 dwellings, would be **£83,456**.

- 9.8 Between 3ha and 5ha of species-rich grassland is required to be retained or created, in a combination of on and off site areas by condition. A financial contribution is required to fund provision of off-site species rich grassland, to be calculated at a cost of £15,200 per hectare plus £750 for soil tests. This would be calculated on approval of the (final) Reserved Matters application. An indicative amount, based on the above and assuming 300 dwellings would be **£34,190**, based on 0.8ha being provided on-site and 2.2ha off-site.

Drainage

- 9.9 As stated in Section 8, the foul water system and surface water system up to the 30 year event will be offered for adoption by Welsh Water. Details of the future management and maintenance arrangements for surface water drainage exceedances up to and including the 100 year event plus 30% climate change will also be specified within the S106 agreement.

Highways and Transportation

- 9.10 In addition to significant on-site highway works, financial contributions have been secured to provide for the following:

- £537,000 towards the Council's North West Corridor programme, for the provision of cycling measures between A4119 Waterhall Road Roundabout and Cathedral Road / Penhill Road Junction (£287k) and for a contribution towards the provision of a length of Telematics ducting/fibre to connect to the new signalised junction at Heol Isaf / Llantrisant Road Junction from Western Avenue (£250k) which is being delivered by the Land North & South of Llantrisant Road permission;
- a bus subsidy from the developer towards the provision of a bus service serving the new Bus Stops immediately adjacent to the site on Llantrisant Road, for a period of 5 years linking the site to the centre of Cardiff. The developer shall provide the Council with written evidence of payment of the contribution. This sum to be **£750,000** with timescale for delivery to be agreed by the Local Planning Authority in writing.
- To facilitate the future bus gate /access through the site, appropriate provision to be included in the standard transfer of housing units within the development as below:

“a resident would have a private right of way with or without vehicles over the estate roads within the development until adoption except that in relation to the bus lane section [shown on a plan] where such private rights (and any public rights following adoption) shall cease as from the date when the spine road connection [shown on a plan] becomes available for use.”

- The s106 will also cover the agreement and implementation of a Residential Travel Plan which will include (but will not necessarily be limited to) the following measures:
 - Travel Plan Co-ordinator.
 - Free or discount travel for a trial period on local bus services. It is recommended that in line with the other Strategic Site, free annual bus passes are provided, at least one per household.
 - Formation of a bicycle user group to pair new and inexperienced cyclists.
 - Cycle training.
 - Bike doctor sessions.
 - A cycle voucher to be used towards bike purchase.
 - Walking route maps.
 - Residential travel pack upon occupation, this would include all the sustainable travel options and plans. The pack would include the annual bus service pass and the bicycle voucher. Cycle Voucher with each household travel information pack.
 - A Transport Planning Co-ordinator to be employed and in place prior to first residential occupation.
 - First Travel Plan Survey / Baseline Survey to be undertaken within 3 months of 'meaningful' occupation.
 - Finalised Travel Plan agreed within 6 months of 'meaningful' occupation.
 - Transport Planning Co-ordinator to be provided continuously for a minimum of 10 years at the developers expenses. Following this period the skills will be shared and passed onto local community members.
 - Annual Surveys to be undertaken for 10 years and formal commitment to achieve a 70% response rate on surveys.
 - A Travel Plan reserve fund for 'fighting' failures or shortcomings through the monitoring period, **£10,000** set aside and held for appropriate intervention measures.
 - Provision of cycle parking at Radyr and Danescourt rail stations.

9.11 In addition, the highway improvement works which relate to the existing or proposed adopted highway are to be subject to an agreement under Section 38 and / or Section 278 of the Highways Act 1980 between the developer and Local Highway Authority. All footpaths in green corridors are to be subject to an agreement under Section 25 of the Highways Act 1980 to dedicate them as a Public Right of Way, with the Landowner/Developer to cover the costs for advertisement of the notices.

Waste Management

9.12 A financial contribution towards the cost of bins is sought. Bins for each house will cost £60 (inc. VAT). Each flat requires storage for the following – 140 litres of general waste, 140 litres of recycling and 20 litres of food waste to be stored separately in a communal bin store. General waste and recycling need to be stored in the fewest 1100 litre or 660 litre steel bins, and food in the fewest 240 litre bins at the costs below:

- 1100 litre bin for general waste - £468

- 660 litre bin for recycling- £390
- 240 litre bin for food- £30

In addition, litterbins are required in areas of high footfall and particularly for any proposed bus stops, at a cost of £420 for the Council to install and maintain a bin. The number of bins will be determined at Reserved Matters stage.

Air Quality

- 9.13 A financial contribution of **£1,500** towards air quality monitoring is sought.
- 9.14 The S106 obligations Heads of Terms set out above have been agreed by the developers and are considered to be in accordance with the adopted LDP Policies KP2C, KP6 (New infrastructure) and KP7 (Planning obligations), as well as meeting the tests prescribed under the CIL Regulation 122 and Welsh Office Circular 13/97.

10. **CONCLUSION**

- 10.1 The application forms part of Strategic Site C, allocated for a mixed-use comprehensive development in the recently adopted LDP and the principle of development has, therefore, been firmly established. Whilst concerns have been raised by third parties in respect of the phasing of the application, policy KP2 C establishes the acceptability of 'initial phases' 'along Llantrisant Rd' which will help contribute towards the Council's 5 year supply of housing and this report demonstrates how supporting infrastructure will be delivered. The application has been planned in a comprehensive and integrated matter, and subject to the recommended conditions and s106 Heads of Terms, will deliver a high quality, sustainable and distinctive development, which is considered to accord with policy KP2 (C). Furthermore, it is considered that there are no demonstrable or compelling reasons which indicate sufficient harm to warrant refusal of the application, with all material factors, policy implications and issues raised through consultation satisfactorily addressed.
- 10.2 It is considered that the submitted Environmental Statement provides a comprehensive assessment of the potential impacts of the proposed development and this has been taken into consideration in the assessment of the application. The conclusions of the submitted ES are considered sound. For the reasons set out in this report, it is considered that the proposal is policy-compliant and that there are no reasonable grounds for refusal.
- 10.3 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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LEGEND
 — Site Boundary

**16/00106/MJR
 AMENDED PLAN
 15/07/2016**



B	Amendments to red line boundary	13-07-16	GG	EF
A	Amendments to redline boundary	27-01-16	GG	EF
Rev	Description	Date	Initial	Checked



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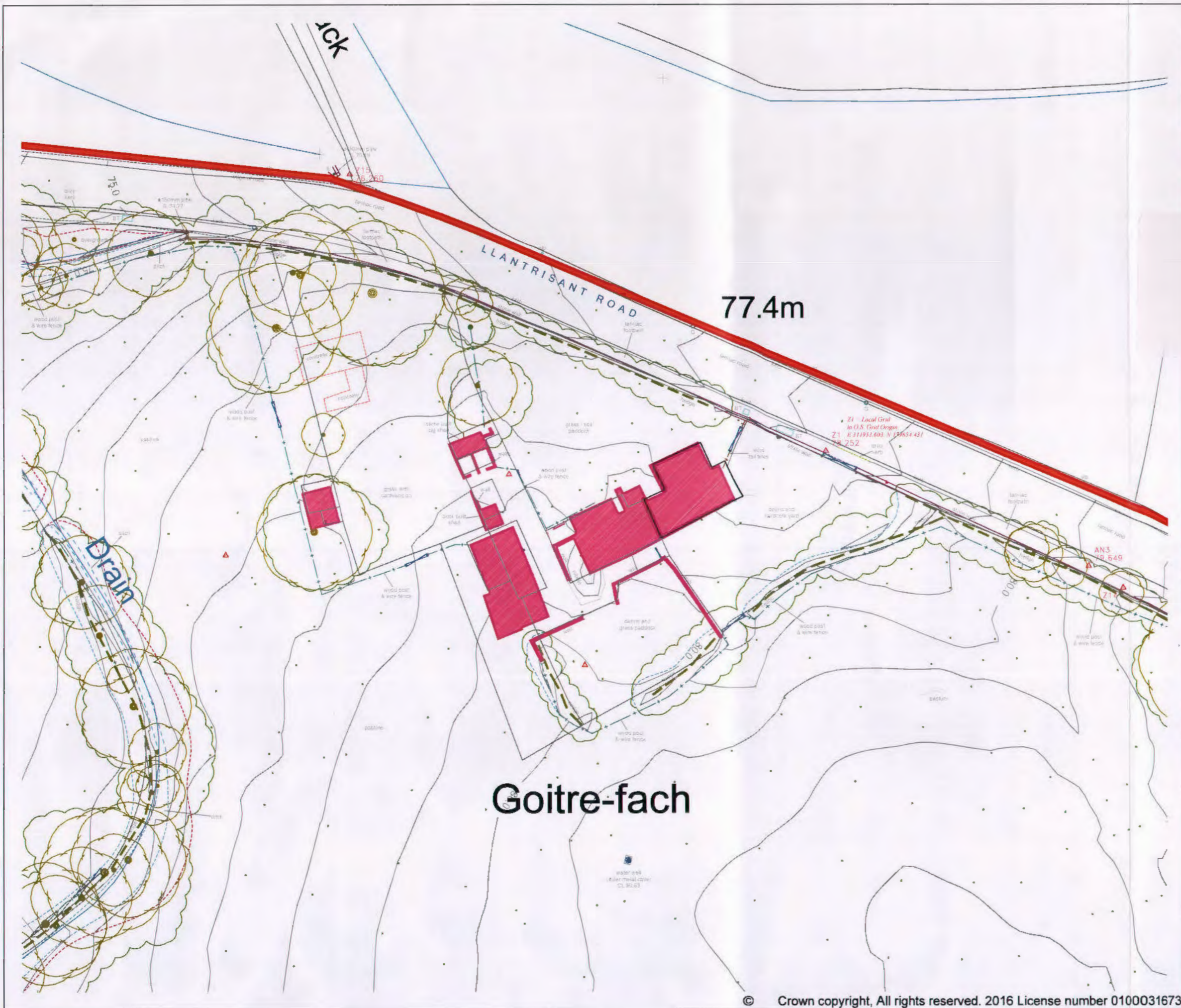
Client **BDW SOUTH WALES**

Project **GOITRE FACH FARM
 LLANTRISANT ROAD, CARDIFF**

Title **SITE LOCATION PLAN**

Status	Drawn By	PM/Checked by
PLANNING	GG	EF
Job Ref	Scale @ A3	Date Created
JPW0465	1:2500	JAN 2016
Drawing Number		Rev
JPW0465-005		B

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LEGEND

- Site Boundary
- Areas for Demolition

16/00106/MJR
AMENDED PLAN
15/07/2016



B	Amendments to red line boundary	13-07-16	GG	EF
A	Amendments to red line boundary	27-01-16	GG	EF
Rev	Description	Date	Initial	Checked



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Client **BDW SOUTH WALES**

Project **GOITRE FACH FARM
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Title **DEMOLITION PLAN**

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JPW0465	1:500	JAN 2016
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JPW0465-006		B



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Noise

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- Site boundary 10.10 ha
- Water Main Easement / Exclusion Zone (12m wide)
- Dwellings between 2 - 3 storeys in height (Max. 15m to ridge from proposed ground level)
- Dwellings between 2 - 2.5 storeys in height (Max. 12m to ridge from proposed ground level)
- Dwellings between 1 - 2 storeys in height (Max. 8.5m to ridge from proposed ground level)

Maximum dwelling height: 12m
 Minimum dwelling height: 5.5m
 Maximum dwelling width: 10.5m
 Minimum dwelling width: 5m
 Maximum dwelling length: 100m
 Minimum dwelling length: 5m

To note: This layout is for indicative purposes only and will be subject to change before final design.

**16/00106/MJR
 AMENDED PLAN
 15/07/2016**



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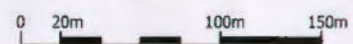
Client **BDW South Wales**

Project **Goitre Fach Farm
 North West Cardiff**

Title **Land Use and Building Heights
 Parameter Plan**

Status	Drawn By	PM/Checked by
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Job Ref	Scale @ A3	Date Created
JBR2598	1:2500	18.02.15

Drawing Number	Rev
504	J



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15/07/2016**



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- Site boundary 10.10 ha
- Residential development
- Public open space / ecotone zone 1.79 ha
- Informal recreation space 0.40 ha
- Local Equipped Area of Play 0.22 ha
- Proposed vehicular access
- Vehicular link to Plas Dwr
- Proposed primary street
- Proposed indicative pedestrian paths
- Provision of two footpath links into woodland between A & B. these links will be agreed as Reserved Matters
- Cycleway 'super route'
- Existing trees & hedgerows to be retained
- Proposed trees & hedgerows to be removed
- Proposed new trees & hedgerows
- Min. 20m wide North / South hedgerow corridor

To note: This layout is for indicative purposes only and will be subject to change before final design.



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Client **BDW South Wales**

Project **Goitre Fach Farm
North West Cardiff**

Title **Green Infrastructure and Movement
Parameter Plan**

Status	Drawn By	PM/Checked by
DRAFT	AG / STT/ RB	AH
Job Ref	Scale @ A3	Date Created
JBR2598	1:2500	18.02.15


















Drawing Number	Rev
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AMENDED PLAN 15/7/16

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-  Site boundary 10.10 ha
-  Higher density between 40 - 50 dph
-  Medium density between 30 - 40 dph
-  Low density between 20 - 30 dph
-  Indicative built form
-  Key frontages
-  Key shared surface space
-  Shared surface junctions
-  Open space 2.41 ha
-  Proposed access
-  Vehicle link to Plasdwr
-  Proposed indicative pedestrian paths
-  Existing Trees
-  New strategic planting
-  Cycleway 'super route'
-  Local Equipped Area of Play 0.22 ha (including 20m building off set)
-  Pump Station

To note: This layout is for indicative purposes only and will be subject to change before final design.



Rev	Description	Date	Initial	Checked



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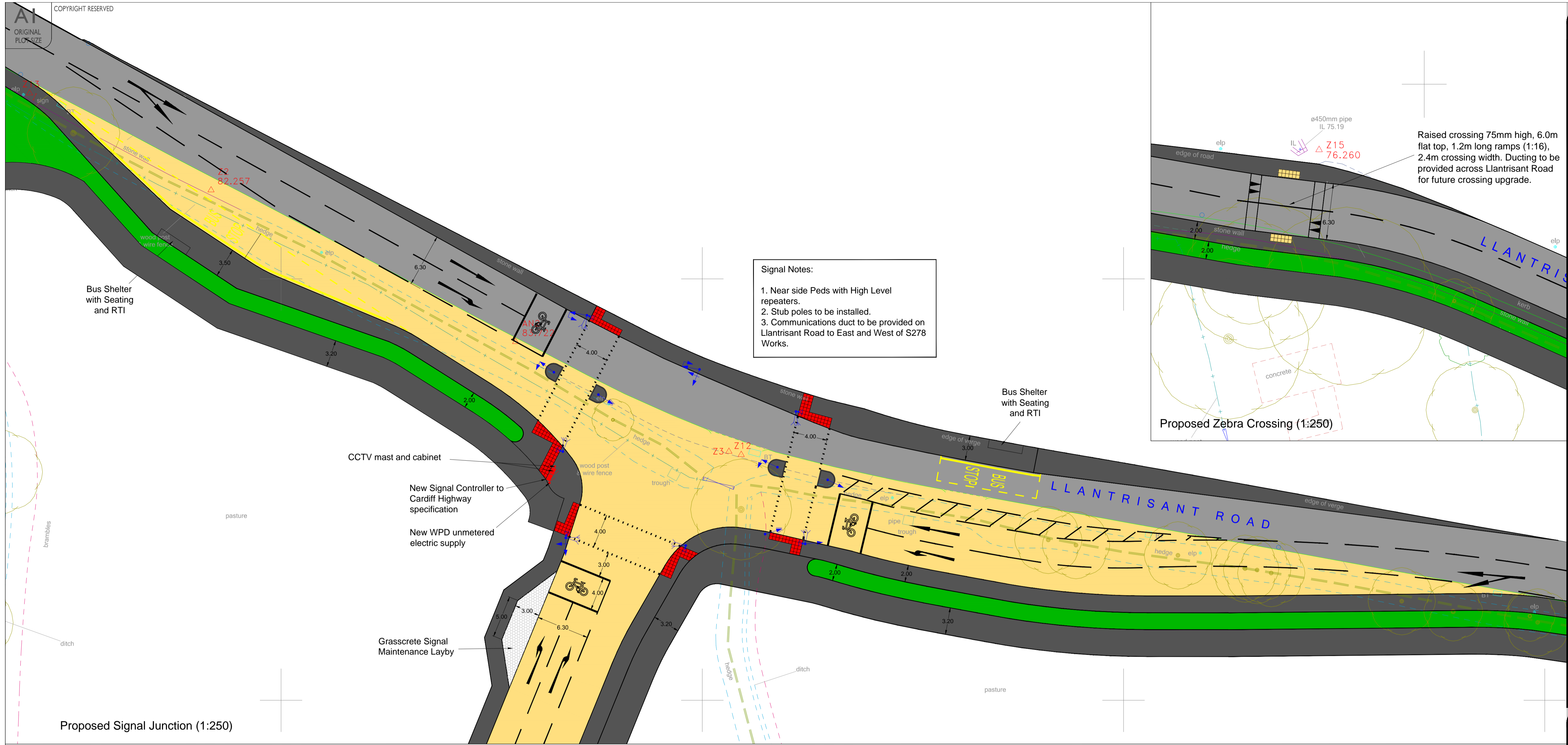
Client **BDW South Wales**

Project **Goitre Fach Farm North West Cardiff**

Title **Illustrative Masterplan**

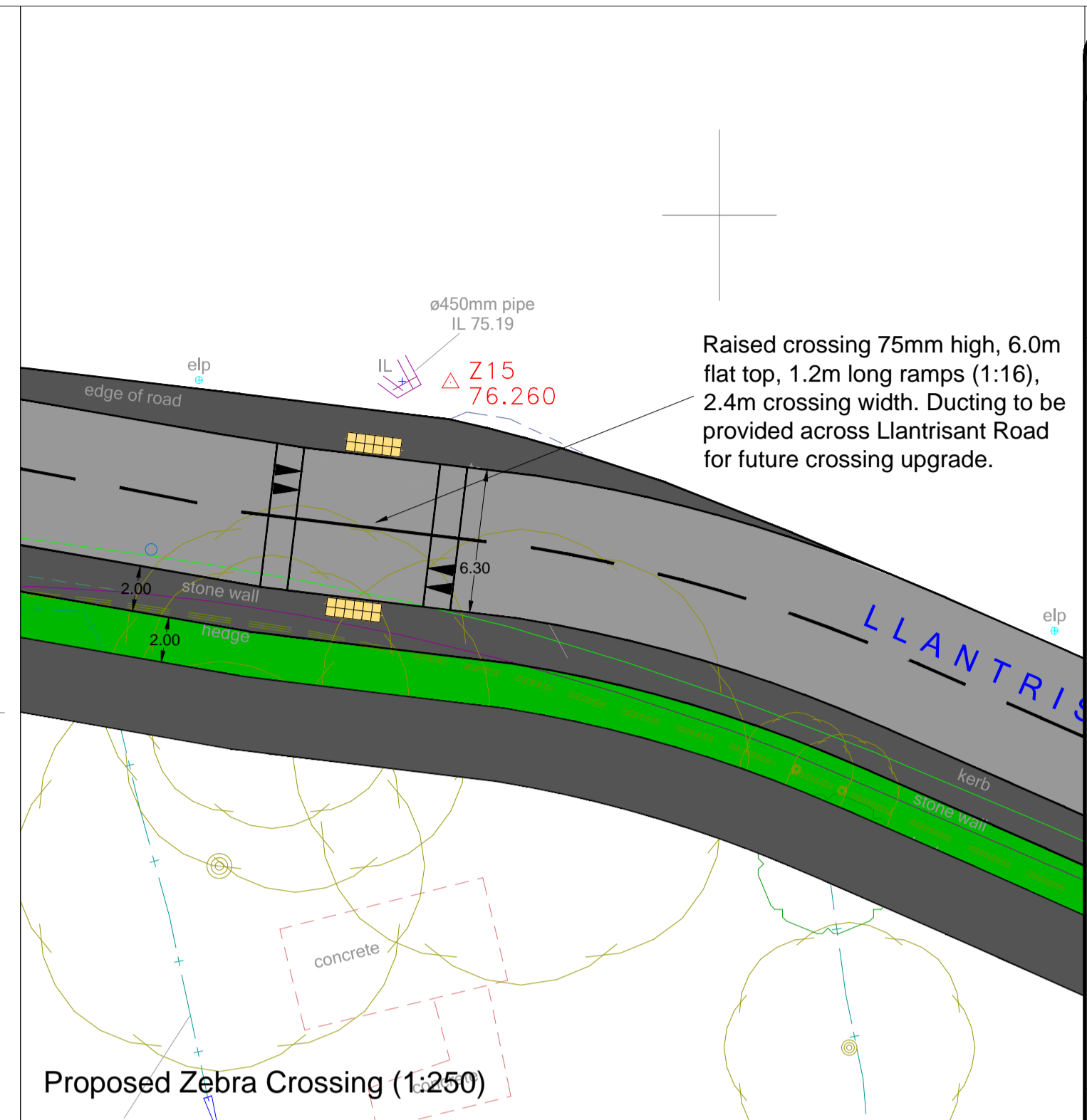
Status	Drawn By	PM/Checked by
-	AG/STT/RB	EF
Job Ref	Scale @ A1	Date Created
JBR2598	1:1250	Mar 2016

Drawing Number	Rev
502	R



Signal Notes:

1. Near side Peds with High Level repeaters.
2. Stub poles to be installed.
3. Communications duct to be provided on Llantrisant Road to East and West of S278 Works.



Raised crossing 75mm high, 6.0m flat top, 1.2m long ramps (1:16), 2.4m crossing width. Ducting to be provided across Llantrisant Road for future crossing upgrade.

NOTES:

1. All dimensions are in millimeters unless otherwise stated.

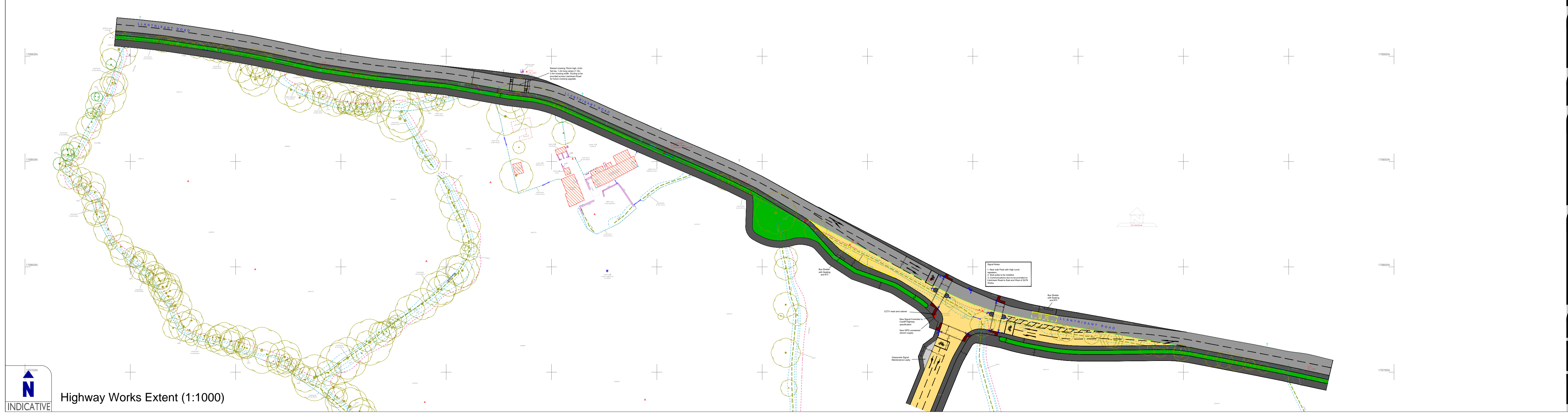
KEY

- EXISTING CARRIAGEWAY
- NEW CARRIAGEWAY CONSTRUCTION
- PROPOSED FOOTWAY - 2.0m WIDE
- PROPOSED CYCLEWAY - 3.2m WIDE
- PROPOSED VERGE - 2.0m WIDE
- TRAFFIC SIGNAL EQUIPMENT

Note: New 30mph speed limit to be introduced along Llantrisant Road from its junction with the A4119/Clos Parc Radyr Roundabout to the east and Rhydlafar Drive to the west.

Existing 40mph/derestriction signs to be removed and new terminal speed limit signs erected.

Existing street lighting to inform drivers of 30mph limit.



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B	7/16	Amendments Made following Meeting on 7/7/16	MA	MA
A	5/2/16	Zebra Crossing Addnl. Geometric Alterations	MA	MA
Rev	Date	Desc	Drawn by	Checked by



CLIENT:
BDW SOUTH WALES

PROJECT:
GOITRE FACH
CARDIFF

TITLE:
PROPOSED RESIDENTIAL DEVELOPMENT
MAIN ACCESS DESIGN
SIGNAL JUNCTION

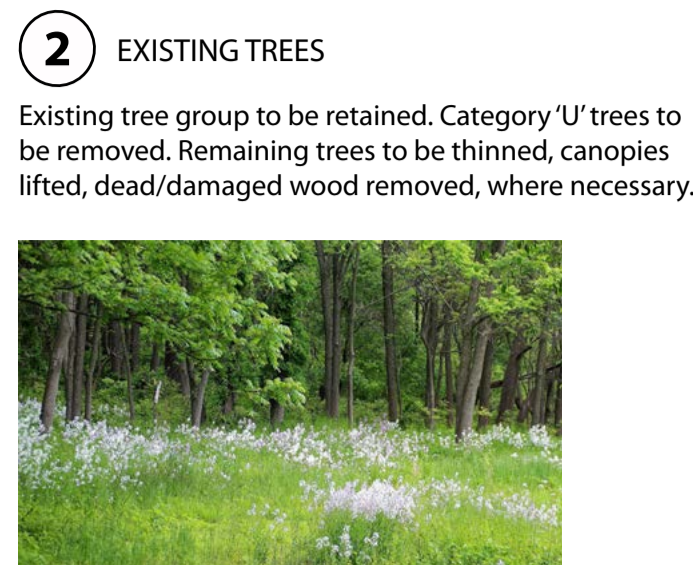
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PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:
AS SHOWN	JUN'16	MA	MA

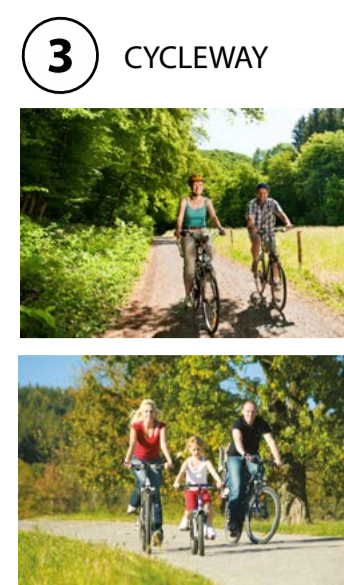
JOB NO:	DRAWING NO:	REVISION:
15-00408	GA02	B



1 SHARED SPACE AND STREET SCENE



2 EXISTING TREES
Existing tree group to be retained. Category 'U' trees to be removed. Remaining trees to be thinned, canopies lifted, dead/damaged wood removed, where necessary.



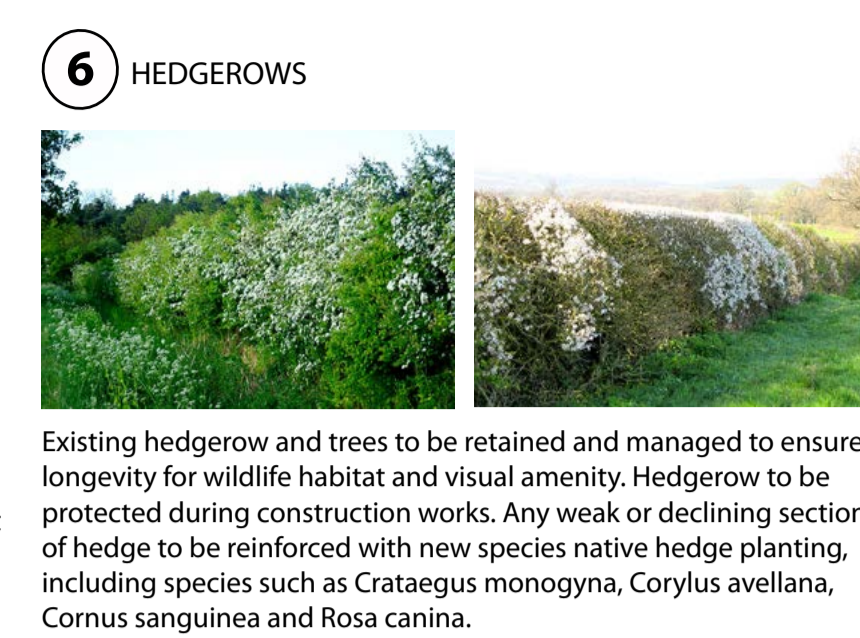
3 CYCLEWAY
Highway enhancements allow incorporation of cycle path, new tree planting and grass verge to enhance the setting of the cycle path and ensure an important wildlife corridor is maintained.



4 BIRD AND BAT BOXES
Bat and bird bricks / boxes are to be provided on suitable retained trees / new buildings and located adjacent to areas of open space and off-site habitats in order to maximise foraging and commuting opportunities



5 TREE PLANTING
Proposed street trees within hard and soft public realm landscape in either single rows or avenues, where space permits. Street trees to consist of a mix of wide canopy forms, where space permits, and fastigiated forms to include species such as oak, field maple, hornbeam, lime, birch. Trees to be planted at regular intervals through centre of development to break the mass of development glimpsed from long distance views and provide ecological links through the built form.



6 HEDGEROWS
Existing hedgerow and trees to be retained and managed to ensure longevity for wildlife habitat and visual amenity. Hedgerow to be protected during construction works. Any weak or declining sections of hedge to be reinforced with new species native hedge planting, including species such as Crataegus monogyna, Corylus avellana, Cornus sanguinea and Rosa canina.



7 GATEWAY
Proposed stone wall to create new gateway entrance to proposed residential community, in-keeping with local character.



8 FOOTPATHS
Informal bound gravel and mown footpaths provide year round permeability and reflects the rural edge of development character



9 ATTENUATION AREA
Proposed surface water attenuation basin. New native wetland grass and wildflower species to be established to increase biodiversity and wildlife habitat.



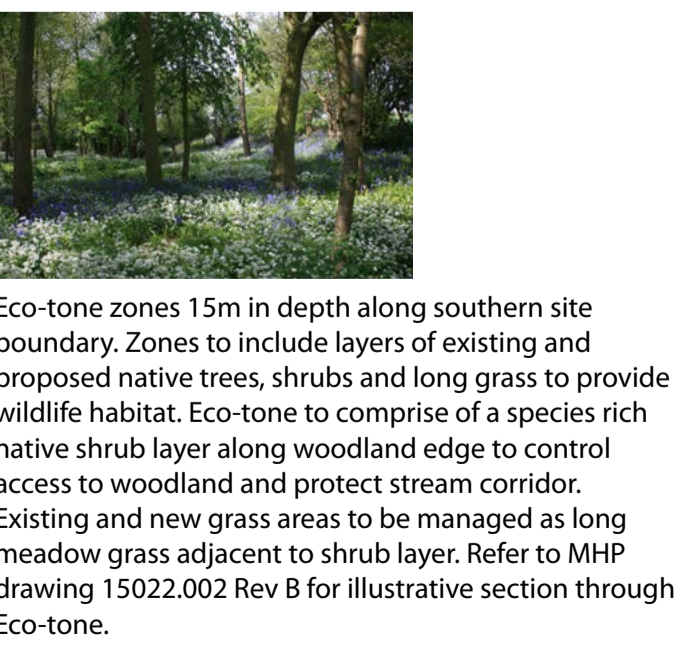
10 PROPOSED SWALE
Proposed swale. New native wetland grass and wildflower species to be established to increase biodiversity and wildlife habitat.



11 ECOTONE TREATMENT



12 ATTENUATION AREA
Proposed surface water attenuation area located within public open space. New native wetland grass and wildflower species to be established to increase biodiversity and wildlife habitat. Proposed underground geocellular SUD's system to manage storm water with further surface 1 in 100 year storm water detention basin, partially contained by 1m high bund. Bund to be planted and incorporated within eco-tone treatment.



13 HIBERNACULAR AND LONG GRASS
Eco-tone zones 15m in depth along southern site boundary. Zones to include layers of existing and proposed native trees, shrubs and long grass to provide wildlife habitat. Eco-tone to comprise of a species rich native shrub layer along woodland edge to control access to woodland and protect stream corridor. Existing and new grass areas to be managed as long meadow grass adjacent to shrub layer. Refer to MHP drawing 15022.002 Rev B for illustrative section through Eco-tone.



Grassland other than that retained within root protection areas of retained trees will be lost. Replacement sward of long grass to include wildflower species of known value to pollinators and M23a marshy grassland type where appropriate.



14 KICK-ABOUT
Proposed kick about area, 60m x 40m located within public open space and set a minimum of 20m away from house frontages to reduce conflict between residential properties and noise generated from play activities.



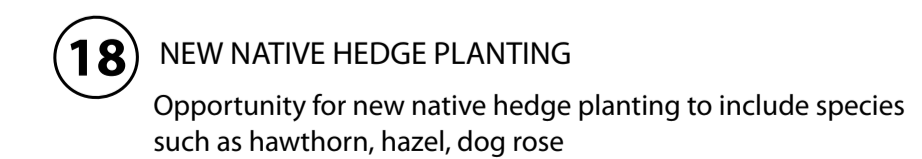
15 PLAY SPACE
Proposed play area (Local Equipped Area for Play; LEAP) located within public open space and set a minimum of 20m away from house frontages to reduce conflict between residential properties and noise generated from play activities.



16 HEDGEROW RESTORATION
Any weak or declining sections of hedge to be reinforced with new species native hedge planting, including species such as Crataegus monogyna, Corylus avellana, Cornus sanguinea and Rosa canina, Quercus robur, Ilex aquifolium, Acer campestre. Hedges to be managed to retain their visual presence with clipped sides to avoid overhanging.



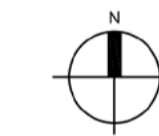
17 WOODLAND ACCESS
Opportunity to incorporate pedestrian bridges to allow controlled access to Coed y trench woodland diverting activity away from protected areas elsewhere within the strategic site.



18 NEW NATIVE HEDGE PLANTING
Opportunity for new native hedge planting to include species such as hawthorn, hazel, dog rose

- Proposed Trees to be a mix of selected and heavy standards
- Existing Tree with indicative Root Protection Area, to be retained where possible
- Shared Space
- LEAP
- 1 in 100 year SUDs basin
- Species rich long grass/wildflower areas
- Amenity grass
- Proposed hedgerow
- Retained hedgerow
- Cycle Superhighway
- Pedestrian path
- Ecotone with swale
- Extent of ecotone zone
- 20m noise buffer
- 3m underground SUDs crate easement
- 1m bund

NOTE: Refer to MHP Drawings 15022.002 Rev B and 15022.003 Rev D for illustrative sections and 15002.004 Rev C for extent of tree/hedge removal
Refer to Tyler Grange Ecological ES Addendum for details of species rich long grass and wildflower areas and habitat creation.



Project: Goitre Fach Farm			
Client: BDW South Wales			
Title: Green Infrastructure Plan (Appendix 6.4)			
Drawing number: 15022.103	Rev: A		
Status: FOR INFORMATION			
Drawn By: AP	Checked By: AT	Date: 08/07/16	Scale @ A1: 1/1000