



Our Ref: A113720/PW
Date: 14 October 2019

Mr Ceiri Rowlands

The Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
Vale of Glamorgan
CF63 4RT

Dear Mr Rowlands,

**REPRESENTATIONS ON BEHALF OF WELSH GOVERNMENT
LAND AT MODEL FARM, PORT ROAD, RHOOSE
APPLICATION REF: 2019/00871/OUT**

WYG write on behalf of the Welsh Government in respect of the above application. Our client is supportive of the principle of the development but wish the following comments to be taken into consideration in the determination of the planning application.

Rail Link

We note that LDP Policy MG10 requires the provision of sustainable transport infrastructure and the supporting text (para 6.57(d)) clarifies that for the Cardiff Airport Gateway Development Zone requirements will include, "*Sustainable transport infrastructure including consideration of a route for a potential rail link to Cardiff Airport across the site to ensure the development does not compromise future proposals to enhance sustainable access to the airport.*" We note that the application submission remains silent on this and the Indicative Concept Masterplan does not appear to make any provision for a dedicated rail link. Consideration of a route for a potential rail link clearly has not been given.

Our client accepts that delivery of the rail link could not be justified by the business park development alone. However, the Masterplan should respect the future prospect of achieving this link and safeguard the principle of an appropriate route through the site which could be referred to in an enforceable planning condition and ultimately delivered through any reserved matters application(s). Failure to safeguard this now will mean the potential to achieve such a link will be lost forever.

A similar position has been considered in Cardiff recently. Policy T9 of the Cardiff LDP seeks to facilitate LRT / tram / bus connectivity (with no definitive routes known) and states:

" *Where the alignment of a future route which is likely to form part of a 'Metro' network falls within any part of a development site, the Council will, through the development management process, seek either to secure provision of the necessary infrastructure as part of the development, or otherwise, safeguard the land and space required to accommodate the route and potential mode options in the future. This will include requiring a development to be designed in a way which does not prejudice the future development of the 'Metro' route and would enable it to be incorporated within the development at a later date.*"

(underlining added)





Subsequent applications include that at North West Cardiff (now known as "Plas Dwr"), permitted in March 2017 under reference 14/002733/MJR (attached). That outline permission included the following condition:

"RAPID TRANSIT CORRIDOR / METRO

7. Details in relation to the reserved matter ACCESS submitted to the Local Planning Authority in compliance with condition 1 shall include:

- a) details, including layout and cross sections, of the 'Express Bus Priority Route' shown on p. 70 of the Design and Access Statement (October 2016)*
- b) details, including layout and cross sections, of the zone to be provided and reserved for Rapid Transit, shown on the Access Parameter Plan (drawing no R.0319_17j-3), including details of the 'Safeguarded Alternative Tram Train Alignment' (shown on p.70 of the Design and Access Statement (October 2016) and demonstrating how this will not prejudice proposed green and movement corridors. The zone to be provided for Rapid Transit shown on the Access parameter plan shall be extended to include the 'safeguarded route for metro within the site' set out on the LDP Schematic Framework for strategic site C.*

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

We attach the relevant access parameter plan referred to in part (b) of the condition which shows a zone to be reserved for rapid transit options. Your attention is drawn to the text on page 1 which confirms that "A bus only route will be provided along the alignment of the rapid transport corridor before the LRT is delivered. This will provide express public transport at an early stage."

Accordingly, it is clear that Cardiff Council did not have a precise corridor alignment at the time of LDP preparation or at the time of outline planning approval. The lack of detail at these stages did not prevent safeguarding of route options through the site and, wisely, the allowance of such routes to be used for alternative measures in the meantime (in the case of Plas Dwr the alternative use was a strategic bus route, but walking/cycling/ecology could equally be appropriate interim uses). Fundamentally, the safeguarding of route options in the absence of a definitive alignment were not seen to be inimical to the grant of a beneficial planning permission.

Accordingly, our client objects to the application in its current form due to the absence of route safeguarding option(s) for a potential future rail link.

Active Travel

We also note that the Preliminary Spine Road Alignment plans include a footway to the north and a footway/cycleway to the south of the carriageway. The definition of "access" at Article 2 of the Development Management Procedure Order includes reference to cyclists and pedestrians, to and within the site, circulation routes "and how these fit into the surrounding access network". The 'Access and Movement' parameters plan show three points of pedestrian connection into the site, but no appropriate existing pedestrian facilities currently exist at two of these points (the exception being Porthkerry Road).

Furthermore, no commitments are given to off-site improvements beyond commitments that "Off-site mitigation will be discussed" or such facilities "will be considered". Opportunities for active travel and connectivity should be seized, in line with LDP Policy MG16 which refers to walking and cycling proposals at A4050 Port Road to Cardiff Airport (as well as the sustainable transport infrastructure required by Policy MG10).

Our client seeks reassurance that active travel routes within the site will be secured and will appropriately link into existing or proposed off-site infrastructure, secured by Grampian condition or planning obligation, as required.



Conclusion

In conclusion our client:

1. supports the principle of the development proposed;
2. urges that the application be amended such that the future prospect of achieving a direct rail link is safeguarded through the site;
3. suggests that cyclists and pedestrian circulation routes to and within the site, and detail as to how these fit into the surrounding access network is provided, as required by the DMPO where 'access' is unreserved;
4. seeks greater clarity of the proposed off-site active travel proposals and mitigation associated with the proposal.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P. Waldren'.

Peter Waldren

Director

For and on behalf of WYG

Encl.

cc John Karseras, Welsh Government

Application No: **14/02733/MJR**

PERMISSION FOR DEVELOPMENT

To:
Mr G Williams
Nathaniel Lichfield & Partners
Helmont House
Churchill Way
Cardiff
CF10 2HE

Town and Country Planning Act 1990 (As Amended)
Town and Country Planning (Development Management Procedure) (Wales) Order 2012

WHEREAS you submitted an application for Outline Planning Permission received on 21/11/2014 for:

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 1NO. 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). at NORTH WEST CARDIFF (hereinafter called "the development");

CARDIFF COUNTY COUNCIL, as the Local Planning Authority for the County of Cardiff, in pursuance of its powers under the above mentioned Act and Orders, hereby PERMITS the development to be carried out in accordance with the application and plans submitted therewith, subject to compliance with the conditions specified hereunder:

PART 1 RESERVED MATTERS AND PLANS

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 conditions 26 - 34) 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 first Reserved Matters site shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. Application for approval of all other reserved matters sites shall be made to the Local Planning Authority before the expiration of twenty 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) Planning Application Boundary (drawing no. R.0319_17j-1)
- b) Land Use Parameter Plan (drawing no. R.0319_17j-2) and supporting text
- c) Access Parameter Plan (drawing no. R.0319_17j-3) and supporting text
- d) Green Infrastructure Parameter Plan (drawing no. R.0319_17j-4) and supporting text
- e) Density Parameter Plan (drawing no. R.0319_17j-5)
- f) Demolition Parameter Plan (drawing no. R.0319_17j-6)
- g) Scale Parameter Plan (drawing no. R.0319_17j-7) and supporting text
- h) Illustrative Masterplan (drawing no. R.0319_8j)
- i) POS Provision Plan (drawing no. R.0319-45A)
- j) Indicative Phasing Plan (drawing no. R.0319_51)
- k) Complete Overview (drawing no. W141304_A01 Rev J)
- l) Llantrisant Road Junction / Crofft Y Genau Junction 1 (drawing no. W141304_A01_J1 Rev J)
- m) Llantrisant Road Signalised Crossroads Junction – Junction 2 (drawing no. W141304_A01_J2 Rev J)
- n) Llantrisant Road / Clos Park Radyr Signalised Crossroads Junction

- 3 (drawing no. W141304_A01_J3 Rev J)
- o) Clos Park Radyr Priority Site Access Junction 4, 5, 6 (drawing no. W141304_A01_J4-5-6 Rev J)
- p) Llantrisant Road North Priority Site Access Junction 7 (drawing no. W141304_A01_J7 Rev J)
- q) Llantrisant Road / Heol Isaf Signalised Crossroads Junction 8 (drawing no. W141304_A01_J8 Rev J)
- r) Llantrisant Road South Mini Roundabout Access Junction 9 (drawing no. W141304_A01_J9 Rev J)
- s) Llantrisant Road BBC Bus Lane Junction 10 (drawing no. W141304_A01_J10 Rev J)
- t) Pentrebane Road Bi-Directional Cycle Lane Signalised Crossroads Junction 11 (drawing no. W141304_A01_J11 Rev J)
- u) Pentrebane Road / Beechley Drive Signalised Crossroads & Pentrebane Site Access Junctions 12 and 13 (drawing no. W141304_A01_J12-13 Rev J)
- v) Re-alignment of Crofft y Genau Road into Pentrebane Road Junction 14 (drawing no. W141304_A01_J14 Rev J)
- w) Crofft y Genau Road Southern Site Access Junction 15 (drawing no. W141304_A01_J15 Rev J)
- x) Crofft y Genau Road Priority Access Flared for Bus Movements Junction 16 (drawing no. W141304_A01_J16 Rev J)
- y) Residential Development Slope Analysis (drawing no. SK057 C2)
- z) Preliminary Earthworks Depths Mixed Use Development, Schools, Playing Fields and Primary Road Corridors (drawing no. SK058 C2)

Documents

- a) Revised application form (including Certificate B and Agricultural Holdings Certificate) dated 31/10/16
- b) NLP Covering Letter dated 9 December 2014
- c) NLP Covering Letter dated 31 October 2016
- d) Flood Risk Statement for Plasdwr (13 October 2014)
- e) Retail Statement (November 2014)
- f) Planning Statement (November 2014)
- g) Planning Statement Addendum (31 Oct 2016)
- h) revised Design and Access Statement (R.0319_30D Oct 2016);
- i) Environmental Statement (November 2014)
- j) Environmental Statement Addendum (Nov 2016);
- k) Environmental Statement Non-Technical Summary (November 2016)
- l) Revised Green Infrastructure Strategy (Oct 2016);
- m) Great Crested Newt Conservation Strategy (C_EDP1027_87a_170117)

Reason : For the avoidance of doubt.

RESERVED MATTERS AND DISCHARGE OF CONDITION PLANS AND DOCUMENTS

3. Subject to the provisions of conditions 5 (ACCESS TO RADYR FARM), 14 (USEABLE SPORTS PITCHES), 17 (PHASING), 18 (DESIGN CODE), 20 (ALLOTMENT STRATEGY), 26 - 34 relating to DETAILED HIGHWAY IMPROVEMENT WORKS, 39 (RADYR GOLF COURSE INTERFACE STRATEGY), 44 (DISTRICT CENTRE DESIGN CODE), 67 (SCHOOL SITE SIZES), 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION), 69 (KEY PEDESTRIAN / CYCLING/ HORSE RIDING ROUTE), 70 (ECOTONE), 71 (ENHANCED GREEN CORRIDOR), 72 (ADDITIONAL HOP OVERS), 73 (PITCH SIZES), 74 (PUBLIC OPENSPACE PROVISION), 76 (RADYR FARM WIND TURBINE), 81 (HSE ADVICE), 82 (WALES AND WEST UTILITIES APPARATUS), 84 (BUILDING OUTSIDE SETTLEMENT BOUNDARY), the development shall accord with the following approved plans and documents:

- a) Planning Application Boundary (drawing no. R.0319_17j-1)
- b) Land Use Parameter Plan (drawing no. R.0319_17j-2) and supporting text
- c) Access Parameter Plan (drawing no. R.0319_17j-3) and supporting text
- d) Green Infrastructure Parameter Plan (drawing no. R.0319_17j-4) and supporting text
- e) Density Parameter Plan (drawing no. R.0319_17j-5)
- f) Demolition Parameter Plan (drawing no. R.0319_17j-6)
- g) Scale Parameter Plan (drawing no. R.0319_17j-7) and supporting text
- h) Pentrebane Farm: Refined Design Principles (Environmental Statement November 2014, para C3.44)
- i) the Spine and Llantrisant Road street sections shown on pp. 72 - 73 of the Design and Access Statement (October 2016)

and shall be in substantial accordance with the following approved plans and documents:

- j) Llantrisant Road Junction / Crofft Y Genau Junction 1 (drawing no. W141304_A01_J1 Rev J)
- k) Llantrisant Road Signalised Crossroads Junction – Junction 2 (drawing no. W141304_A01_J2 Rev J)
- l) Llantrisant Road / Clos Park Radyr Signalised Crossroads Junction 3 (drawing no. W141304_A01_J3 Rev J)
- m) Clos Park Radyr Priority Site Access Junction 4, 5, 6 (drawing no. W141304_A01_J4-5-6 Rev J)
- n) Pentrebane Road Bi-Directional Cycle Lane Signalised Crossroads Junction 11 (drawing no. W141304_A01_J11 Rev J)
- o) Pentrebane Road / Beechley Drive Signalised Crossroads & Pentrebane Site Access Junctions 12 and 13 (drawing no. W141304_A01_J12-13 Rev J)

- p) Re-alignment of Crofft y Genau Road into Pentrebane Road Junction 14 (drawing no. W141304_A01_J14 Rev J)
- q) Crofft y Genau Road Southern Site Access Junction 15 (drawing no. W141304_A01_J15 Rev J)
- r) Crofft y Genau Road Priority Access Flared for Bus Movements Junction 16 (drawing no. W141304_A01_J16 Rev J)
- s) POS Provision Plan (drawing no. R.0319-45A)
- t) Environmental Statement (November 2014)
- u) Environmental Statement Addendum (Nov 2016);
- v) Revised Green Infrastructure Strategy (Oct 2016);
- w) Great Crested Newt Conservation Strategy (C_EDP1027_87a_170117)

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

- x) Illustrative Masterplan (drawing no. R.0319_8j)
- y) revised Design and Access Statement (R.0319_30D Oct 2016)

unless otherwise approved through subsequent discharge of condition and reserved matters applications. Reason: To retain control of the development and given the information has been used to assess the development.

PART 2: CONDITIONS REQUIRING DETAILS TO BE SUBMITTED AS PART OF THE DISCHARGE OF CONDITION 1
ACCESS WITHIN THE SITE

4. Details in relation to the reserved matter ACCESS submitted to the Local Planning Authority for any reserved matters site in compliance with condition 1 shall include:

- a) details showing the position and form of construction of all junctions, roads, verges, cycle paths, footpaths, bridleways, shared paths and shared surfaces, including any PROW diversions, and the method of disposal of all surface water drainage therefrom
- b) details of 'safe zones' within any proposed shared spaces to protect vulnerable users
- c) the position of street lighting linked to a Central Management System
- d) bus stops and associated facilities
- e) bus priority measures, including any bus lanes and bus gates
- f) where amphibian activity is envisaged, road and junction design measures to ensure that Great Crested Newts and other protected amphibians are not harmed, including use of inset/ dropped kerbs, offset gully pots, amphibian friendly underpasses and/ or amphibian ladders in gully pots
- g) details of and an implementation programme for any temporary access required to ensure safe and convenient pedestrian, cycle and vehicular access through those areas not under construction, where construction is complete and along PROWs including details of any proposed diversions
- h) details of land to be provided and safeguarded for pedestrian / cycle links to existing areas, shown on the Access parameter plan

(drawing no R.0319_17k-3) and a strategy for their delivery
The development shall be carried out in accordance with the approved details, condition 80 (PROVISION OF ROAD BEFORE OCCUPATION OF DWELLINGS) and the phasing details approved under condition 17 (PHASING).

Reason: To make provision for satisfactory access and to allow the phased dimming of street lights to protect light sensitive species on the site.

ACCESS TO RADYR FARM

5. Notwithstanding the provisions of condition 3, details in relation to the reserved matter ACCESS, submitted to the Local Planning Authority in compliance with condition 1, shall include details to demonstrate that the legal right of way to Radyr Farm from Llantrisant Road shall be maintained in perpetuity. The development shall be carried out in accordance with the approved details.

Reason: To maintain vehicular access to Radyr Farm.

ACCESS TO THE REMAINDER OF SITE C

6. Details in relation to the reserved matter ACCESS, submitted to the Local Planning Authority in compliance with condition 1 for any reserved matters site that adjoins the boundary of the remainder of Strategic Site C shall include details to secure pedestrian, cycle and vehicular access up to the boundary of the outline permission site to serve development beyond the boundary and a strategy for their delivery. The submitted details shall demonstrate how the access will not prejudice the proposed green and movement corridors. The development shall be carried out in accordance with the approved details.

Reason: To make provision for effective pedestrian, cycle and vehicular links to the wider strategic site and future expansion areas identified in the Cardiff Local Development Plan.

RAPID TRANSIT CORRIDOR / METRO

7. Details in relation to the reserved matter ACCESS submitted to the Local Planning Authority in compliance with condition 1 shall include:

- a) details, including layout and cross sections, of the 'Express Bus Priority Route' shown on p. 70 of the Design and Access Statement (October 2016)
- b) details, including layout and cross sections, of the zone to be provided and reserved for Rapid Transit, shown on the Access Parameter Plan (drawing no R.0319_17j-3), including details of the 'Safeguarded Alternative Tram Train Alignment' (shown on p.70 of the Design and Access Statement (October 2016) and demonstrating how this will not prejudice proposed green and movement corridors. The zone to be provided for Rapid Transit shown on the Access parameter plan shall be extended to include the 'safeguarded route for metro within the site' set out on the LDP Schematic Framework for strategic site C

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

Reason: To safeguard options for the future delivery of the 'Metro' within the

site, in accordance with policies KP2(C) and T9 of the Cardiff Local Transport Plan.

CAR PARKING

8. 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. The details shall include, but not be limited to, a strategy and implementation programme for the provision, management, monitoring and control of car parking for any and all non-residential land uses proposed within that reserved matters site. The development shall be implemented in accordance with the approved details and no dwelling or building shall be occupied until the approved parking facilities serving it have been provided. 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 AND MOTORCYCLE PARKING

9. 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 and motorcycle parking spaces. No building shall be occupied until the approved cycle or motorcycle parking serving it has been provided and the cycle and motorcycle parking shall be retained in perpetuity and shall not be used for any other purpose. For the avoidance of doubt, cycle parking will not be required to be provided for any dwellings with garages and motorcycle parking will not be required to be provided for dwellings.

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

LOADING AND UNLOADING OF VEHICLES

10. 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 of facilities for the loading and unloading of vehicles serving any and all non-residential buildings and a Servicing Management Plan. The development shall be implemented in accordance with the application details and no non-residential building shall be occupied until the approved loading/unloading facilities serving it have been provided. The approved details shall be thereafter maintained and retained.

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

ADOPTABLE AREAS PLAN

11. 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 a plan showing the following:
- a) adoptable highway
 - b) open space maintained by management company
 - c) any private drives maintained by management company where public right of access is maintained
 - d) any other categories pertaining to management arrangements.
- The development shall be implemented in accordance with the approved details.
- Reason: To help clarify and inform the management arrangements for the site.

REFUSE

12. 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
 - c) details of facilities for the storage of refuse containers for any and all non-residential buildings and vehicle tracking plans(s) and which shall demonstrate via swept path analysis that they can be serviced by the Council's largest refuse collection vehicle
 - d) details showing the location of litter bins and - for those litter bins that are proposed on adopted land and/or which are to be emptied and maintained by the Council – details of their design and specifications
- No dwelling or building shall be occupied until the approved refuse facilities and arrangements serving it have been provided. The approved refuse facilities shall thereafter be 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

13. 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:

- a) details and a plan(s) showing proposed finished floor levels of each dwelling and building, and existing and proposed ground levels in relation to a fixed datum
- b) 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 enable assessment of the relative heights of existing and proposed ground/floor levels and access requirements.

USEABLE SPORTS PITCHES

14. Notwithstanding the provisions of condition 3, details in relation to the reserved matters submitted to the Local Planning Authority in compliance with condition 1 in respect of any reserved matters site including sports pitches shall include:

- a) details showing the number and size of sports pitches, taking into consideration the provisions of condition 73 (PITCH SIZES)
- b) details showing the location and design of changing facilities for the adult sized pitches or satisfactory alternative provision
- c) a scheme to provide for level and well-drained pitches.

The development shall be implemented in accordance with the approved details prior to the use of the pitches and the drainage scheme shall be retained and maintained for the lifetime of the development.

Reason: To ensure the sports pitches are appropriately drained and useable.

LANDSCAPE SCHEME FOR EACH RESERVED MATTERS SITE

15. 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 and an implementation programme:

- a) hard landscape works which shall include: means of enclosure and retaining structures; vehicle, cycle and pedestrian access and circulation areas; hard surfacing materials; position of external lighting including street lights; minor artefacts and structures (e.g. litter bins, seating and other furniture, play equipment and signs); proposed and existing functional services above and below ground (eg. drainage, power, communications cables)
- 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
- c) details of public open space provision, in accordance with the provisions of condition 74 (PUBLIC OPEN SPACE PROVISION)
- d) details, where applicable, of allotment provision, as proposed under condition 20 (ALLOTMENT STRATEGY)
- e) details, where applicable, of existing and proposed ponds, attenuation basins and water features, which shall include detailed plans and cross sections of proposed features and respective landscaping, planting and lighting details, and which shall clearly identify those ponds proposed as replacement Great Crested Newt breeding ponds as distinct from other wildlife ponds/attenuation basins
- f) detailed designs for any ecological 'hop-overs' shown on the Green Infrastructure Parameter Plan (drawing no R.0319_17j-4) and as required by condition 72 (ADDITIONAL HOP OVERS) and which shall include the matters detailed in NRW's letter of 24/02/2017
- g) detailed designs, including planting and layout plans, for the min 10m wide buffer zone proposed around all watercourses, wetlands and ponds and the min 15m ecotone buffer to all retained woodland

A Detailed Green Infrastructure Management Strategy (DGIMS) for the delivery, and long-term management, maintenance and monitoring of the ecological, aboricultural, landscape, soil and open space and water resource other than privately owned, domestic gardens. The DGIMS shall accord with the approved SGIMS required to be submitted under condition 19, including any amendments to the SGIMS, and shall substantially accord

with the Green Infrastructure Strategy, the Dark Corridors plan (drawing no R.0319_47) and the mitigation measures set out in the Environmental Statement (November 2014) and ES Addendum (November 2016). The DGIMS shall include, where applicable to that RM site: update surveys of potential reptile habitat and related

mitigation, update surveys of ponds with potential to support Great Crested Newts and related mitigation, update surveys required under parts i) and j) of this condition and any other pre-commencement surveys for that site required as part of the SGIMS; a detailed plan setting out habitats to be lost, enhanced, created and retained and an implementation programme; details of proposed green corridors (including detailed layout plans showing habitat composition and new and retained planting required to reach the size and scale of corridor proposed, cross sections, and a phasing plan for green corridor planting); details of the treatment of Green Infrastructure where it is severed by road infrastructure; a detailed schedule of habitat and species management and maintenance operations and their implementation/timing, including proposals for the management of buffer zones; proposals for species and habitat monitoring and a mechanism to address mitigation failures, proposals for reviews and updating of the DGIMP; proposals for the delivery and on-going management, maintenance and monitoring of the water resource, landscaped areas and open space; an implementation programme for the phasing and delivery of the detailed green infrastructure and a detailed compliance audit scheme;

- i) the Detailed Green Infrastructure Management Strategy shall include a Detailed Great Crested Newt Strategy, which shall include the matters identified in NRW's letter of 24/02/2017 which shall also demonstrate that the intended undergrounding of the overhead powerlines has been taken into consideration in the proposed development and mitigation
- j) the Detailed Green Infrastructure Management Strategy shall include Detailed Bat Mitigation Strategy which shall include the matters identified in NRW's letter of 24/02/2017
- k) A detailed lighting scheme and implementation plan to control light spillage to any 'dark corridors' and other 'sensitive receptors' identified in the approved SGIMS (under condition 19), including watercourses, ponds and wetlands. The scheme shall include details of the siting and type of lighting to be used, their technical specifications, contour plans showing light spillage and cross sections of green corridors where they intersect with roads, footpaths and cycle paths and adjacent properties, detailing green infrastructure and lighting proposals, and operational measures to ensure appropriate lighting, including the timing and extent of any dimming. The lighting shall be linked to a Central Management System to allow for phased dimming.

- l) Proposals for the identification and management/control/eradication of any invasive species identified on the reserved matters site.

The development and green infrastructure management 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

16. 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:
- a) 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. 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 be erected in accordance with the approved details and shall not thereafter be altered or removed without the prior written approval of the Local Planning Authority
 - b) Proposals to include new bird and bat roosting opportunities based upon 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'
 - c) Details of planting to allow wildflowers to development on roadside verges, parks and other greenspaces.

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

Reason: To promote biodiversity of the site through design.

PART 3: CONDITIONS TO BE DISCHARGED

3A: Conditions to be discharged in respect of whole outline permission site

PHASING

17. Notwithstanding the provisions of condition 3, no reserved matter application shall be approved by the Local Planning Authority and no development shall take place, except for the highway and landscaping works that are the subject of conditions 26 - 34 and 35 (LANDSCAPE SCHEME FOR DETAILED HIGHWAY IMPROVEMENT WORKS), until a phasing schedule and plan for the whole outline permission site has been submitted to and approved in writing by the Local Planning Authority. The phasing schedule and plan shall accord with the conditions and Section 106 Agreement and triggers therein, and shall include details of the phasing of the following:
- a) development Phases, including the number of dwellings to be delivered in each phase
 - b) each of the site accesses (junctions 1, 2, 3, 4, 5,12,13,14,15,16)
 - c) off-site highway improvements
 - d) the spine road and all other roads, junctions, footpaths, cycle paths and shared surfaces within the site
 - e) the transport interchanges shown on the October 2016 Design and Access Statement Street Hierarchy Plan, bus priority measures (including bus gates and lanes) and public transport stops

- f) green corridors, landscaping, open space and play areas and other publicly accessible areas
- g) schools, district and local centres.

The green corridor(s) in each Phase shall be commenced prior to the occupation of the first residential reserved matters site in each Phase. 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 the development is carried out in a comprehensive, sustainable and coherent manner.

DESIGN CODE

18. Notwithstanding the provisions of condition 3, no reserved matters application shall be submitted to the Local Planning Authority until a 'Neighbourhood Character, Key Spaces and Frontages Design Code' for the whole outline permission site has been submitted to and approved in writing by the Local Planning Authority. The Code shall establish principles and guidelines for the treatment of the built form and landscape at the key spaces and along the primary/important frontages shown on p. 76 of the Design and Access Statement (October 2016) and explain how the architecture, landscaping, street furniture, materials and colours will vary between each of the 5 neighbourhoods and 17 character areas presented on p 82 of the Design and Access Statement (October 2016). Details of the scope and form of the Code shall be submitted to and agreed in writing by the Local Planning Authority prior to the submission of the Code. The reserved matters details submitted to and approved by the Local Planning Authority in compliance with condition 1 shall accord with the approved Code unless otherwise approved at reserved matters stage.

Reason: To ensure good design.

STRATEGIC GREEN INFRASTRUCTURE MANAGEMENT STRATEGY

19. No reserved matters applications shall be approved by the Local Planning Authority and no development shall commence, except for the highway and landscaping works that are the subject of conditions 26 - 34 and 35 (LANDSCAPE SCHEME FOR DETAILED HIGHWAY IMPROVEMENT WORKS), until a Strategic Green Infrastructure Management Strategy (SGIMS) - for the whole outline permission site - for the delivery and on-going management, maintenance and monitoring of green infrastructure comprising the ecological, aboricultural, landscape, soil, open space, SUDS

and water resource, other than privately owned domestic gardens, for the whole outline permission site for the construction and operational phases and longer term (up to 30 years and beyond) has been submitted to and approved in writing by the Local Planning Authority. The SGIMS shall include details and an implementation programme for the following:

- a) outline proposals for the delivery of green corridors and dark corridors which shall include plans and outline details of habitat composition and layout, the location of new and retained planting

required to reach the size and scale of corridor set out in the Green Infrastructure PP (drawing no R.0319_17j-4) and as required by condition 71 (ENHANCED GREEN CORRIDOR), and the phasing of that provision.

- b) outline proposals for the protection, creation, translocation, enhancement, management and maintenance of habitats, including woodlands; hedgerows and trees; neutral, marshy and semi-improved grassland; lowland fen; ponds; streams; wet ditches; highway trees/verges and road crossings, and other habitat providing foraging, community and breeding opportunities for protected species, including a description of the habitats to be managed and their desired condition, key indicators to show when the desired condition has been achieved, the management operations required to deliver and maintain their desired condition, and suitable protection zones to woodlands, wetlands, watercourses, ponds and other sensitive habitats, and an outline plan showing habitats to be lost, enhanced, created and retained. Specific reference shall be made to the management of the 30.7ha semi-natural/natural greenspace referred to in NRW's letter dated 24/02/2017
- c) strategies, including mitigation and enhancement measures, to be delivered for European and other protected species affected by the development, including bats, barn owls, other birds, reptiles, amphibians, invertebrates, and precautionary measures to avoid harm to previously undetected dormice and badgers
- d) a Final Overarching Great Crested Newt Conservation Strategy which shall address the matters set out in NRW's letter dated 24/02/2017 and also demonstrate that the intended undergrounding of the overhead powerlines has been taken into consideration in the proposed development and mitigation
- e) proposals for the delivery and on-going management, maintenance and monitoring of landscaped areas and open space, including semi natural multi-functional green space, recreational woodland, sports provision, play grounds, teenage/ older children facilities, orchards and structural landscaping
- f) appropriate scheduling and timing of management and maintenance operations for habitats, species, landscaped areas and open space

- g) proposals for habitat and species monitoring and for review of management operations, including the frequency and timing of any species and habitat re-surveys, pre-construction surveys, monitoring of the potential colonisation of badgers, and reviews and updating of the SGIMP, and proposals to address problems identified by the monitoring scheme and review of habitat management
- h) an outline site-wide lighting strategy to ensure green corridors, the 'dark corridors' shown on the Dark Corridors plan (drawing no

R.0319_47) and other habitats for light sensitive species are appropriately illuminated and inform the detailed lighting strategy for each Reserved Matters site. The outline strategy shall set out broad lighting principles, including in respect of the siting and type of lighting linked to a Central Management System, times and extent of proposed light 'dimming', operational measures to deliver the appropriate lighting levels, and cross sections showing how 'dark corridors' can be achieved over road crossings

- i) as part of e) provide an assessment of provision for teen facilities within 1500m of the outline site boundary and proposals for a range of new facilities within the outline site to serve the new population.

The approved SGIMS, and any subsequent amendments, shall be implemented in accordance with the approved details and programme for implementation. The development and green infrastructure management shall be carried out in accordance with the approved details.

Reason: To protect and enhance the Green Infrastructure resource of the site, in accordance with policy KP16 of the Cardiff Local Development Plan.

ALLOTMENT STRATEGY

- 20. Notwithstanding the provisions of condition 3, an allotment strategy for the whole outline permission site shall be submitted to and approved in writing by the Local Planning Authority. The reserved matters submitted in compliance with condition 1 shall accord with the approved strategy and the development shall be implemented in accordance with the approved details. Reason: To inform the provision of allotments on the outline site.

RESIDENTIAL TRAVEL PLAN

- 21. No part of the residential development hereby permitted shall be occupied until the submitted Interim Travel Plan (November 2014) has been progressed for the whole outline permission site, 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 and from the site, and to promote travel by sustainable modes. The Residential Travel Plan shall set out proposals to implement and manage the Travel Plan, through a designated Travel Plan Coordinator. 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 5 years beyond final occupation 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.

TRAFFIC MONITORING AT SITE ACCESSES

- 22. Prior to beneficial occupation of the development, a traffic monitoring strategy

for the whole outline permission site shall be submitted to and agreed in writing by the Local Planning Authority. The submitted details shall include the methodology to record full turning movements by mode at the site access junctions (junctions 1, 2, 3, 4, 5, 12, 13, 14, 15 and 16). The results of the traffic surveys shall be submitted to the Local Planning Authority annually from the date of the first traffic survey and to 5 years beyond final occupation. Reason: To allow full monitoring, reporting and assessment of the impact of the proposed development.

23. **STRATEGIC SUSTAINABLE SURFACE WATER DRAINAGE MASTERPLAN**
Prior to the submission of any detailed surface water drainage scheme under condition 63, a strategic sustainable surface water drainage masterplan for the whole outline application site shall be submitted to and approved by the Local Planning Authority. The details shall show how the natural drainage catchments, the development Phases, the reserved matters sites and the flood flow paths relate to each other. The details shall take into consideration the interaction between natural drainage catchments and be designed to ensure that the necessary sustainable drainage network for each reserved matters site is in place prior to occupation of any building. Where a Phase of the development is constructed within part of a natural drainage catchment or straddles more than one drainage catchment, the sustainable drainage network for the entire catchment shall be constructed to accommodate this.
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.

24. **STRATEGIC FOUL DRAINAGE MASTERPLAN**
No reserved matter application shall be approved by the Local Planning Authority until a strategic foul drainage masterplan for the whole outline permission site, accompanied by a foul drainage catchment plan and informed by a Hydraulic Modelling Assessment (HMA), have been submitted to and approved in writing by the Local Planning Authority. The submitted strategic foul drainage masterplan shall include details of the following:
- a) suitable points of connection for each foul drainage catchment to connect to the existing public sewerage system

b) how each development phase within each drainage catchment will be effectively drained to the existing public sewerage system and demonstrate how each phase will accommodate and include a provision for foul drainage flows for all subsequent phases

c) any improvement or reinforcement works required to the public sewerage system in order to accommodate the development

d) an implementation programme, which shall take into consideration the phasing schedule and plan approved under condition 17 (PHASING).

Thereafter, any subsequent Reserved Matter application shall accord with the approved details or any modification as may be approved through subsequent discharge of condition applications. No building shall be occupied on any reserved matters site until the works, identified by the Hydraulic Modelling Assessments and through part C of this condition, have been completed on the

public sewerage system serving that reserved matters site.

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.

25. STRATEGIC POTABLE WATER SUPPLY MASTERPLAN

No reserved matter application shall be approved by the Local Planning Authority until a strategic potable water supply masterplan for the whole outline permission site, accompanied by ground levels based on Lidar information and informed by a Hydraulic Modelling Assessment (HMA), have been submitted to and approved in writing by the Local Planning Authority. The submitted strategic potable water supply masterplan shall include details of the following:

- a) suitable points of connection for each phase to the existing public water supply system
- b) how each development phase and reserved matters site can be served by a suitable potable water supply system and demonstrate how each phase will accommodate and include a provision for a water supply for all subsequent phases
- c) any improvement or reinforcement works required to the public water supply system in order to serve the development.
- d) an implementation programme, which shall take into consideration the phasing schedule and plan approved under condition 17 (PHASING).

Thereafter, any subsequent Reserved Matter application shall accord with the approved details or any modification as may be approved through subsequent discharge of condition applications. No building shall be occupied on any reserved matters site until the works, identified through the Hydraulic Modelling Assessment and through part C of this condition, have been completed on the public water supply system serving that reserved matters site.

Reason: To ensure an adequate water supply and to protect the integrity of the public water supply system.

PART 3B: Conditions to be discharged in respect of specific works/ buildings/ land uses / areas

DETAILED HIGHWAY IMPROVEMENT WORKS – JUNCTION 1

26. Notwithstanding the provisions of drawing 'Llantrisant Road Junction / Crofft Y Genau Junction 1 (drawing no. W141304_A01_J1 Rev J)' and condition 3, and subject to condition 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION), no detailed highway improvement works relating to the above junction and no development of the Phase to which it adjoins shall commence until full engineering details of the highway improvement works have been submitted to and approved in writing by the Local Planning Authority. The full engineering details shall include the following:

- a) Tabled zebra crossing to be provided across Rhydlafer Drive, to provide access to the stepped path;
- b) Footway on the east side of Rhydlafer to be widened to 3 metres from the zebra crossing to the easternmost crossing at Junction 1 and converted to a shared use facility;
- c) Toucan crossing facilities to be provided on all arms of the junction;
- d) Safeguarding of a corridor of minimum width of 3.1 metres, to enable the provision of a northbound bus lane on Croft Y Genau Road set back 50 metres from the junction with the A4119 Llantrisant Road for a distance of at least 200 metres;
- e) Provision of the spine street section shown on p. 72 of the Design and

Access Statement (Oct 2016) to tie into Llantrisant Road from 'Junction 1' south along Crofft Y Genau Road to 'Junction 16'.

The development shall be implemented in accordance with the approved details and the phasing details required to be submitted under condition 17 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site.

DETAILED HIGHWAY IMPROVEMENT WORKS – JUNCTION 2

27. Notwithstanding the provisions of drawing 'Llantrisant Road Signalised Crossroads Junction – Junction 2 (drawing no. W141304_A01_J2 Rev J)' and condition 3, and subject to condition 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION), no detailed highway improvement works relating to the above junction and no development of the Phase to which it adjoins shall commence until full engineering details of the highway improvement works have been submitted to and approved in writing by the Local Planning Authority. The full engineering details shall include the following:

- a) All intersecting cycle tracks and crossings at the junction to be directly linked;
- b) Provision of dropped kerbs, in an appropriate location to minimise crossing distance for pedestrians at Ty-Gwyn;
- c) Safeguarding of land for the provision of a northbound bus lane on the site arm (southern) of the junction, set back 50 metres from the junction with the A4119 Llantrisant Road; and
- d) Provision of extended cycle feeder lanes to connect to the advanced stop line.

The development shall be implemented in accordance with the approved details and the phasing details required to be submitted under condition 17 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site.

DETAILED HIGHWAY IMPROVEMENT WORKS – JUNCTION 3

28. Notwithstanding the provisions of drawing 'Llantrisant Road / Clos Park Radyr Signalised Crossroads Junction 3 (drawing no. W141304_A01_J3 Rev J)' and condition 3, and subject to condition 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION), no detailed highway improvement works relating to the above junction and no development of the Phase to which it adjoins shall commence until full engineering details of the highway improvement works have been submitted to and approved in writing by the Local Planning Authority. The full engineering details shall include the following:

- a) Provision of a segregated 3m wide two way cycleway on all arms of the junction, including Llantrisant Road, site access arm and western side of Clos Parc Radyr to link to junctions 3 and 4, including informal crossing facilities at junction 4;
- b) All intersecting cycle tracks to be directly linked. This includes provision of signalised facilities located close to the desire lines;
- c) Provision of a northbound bus lane on the site arm (southern) of the junction, set back 50 metres from the junction with the A4119

Llantrisant Road; and

- d) Provision of extended cycle feeder lanes to connect the proposed bus lane with the advanced stop line.

The development shall be implemented in accordance with the approved details and the phasing details required to be submitted under condition 17 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site.

DETAILED HIGHWAY IMPROVEMENT WORKS - JUNCTIONS 4, 5, 6

29. Notwithstanding the provisions of drawing 'Clos Parc Radyr Priority Site Access Junction 4, 5, 6 (drawing no. W141304_A01_J4-5-6 Rev J)' and condition 3, and subject to condition 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION), no detailed highway improvement works relating to the above junction and no development of the Phase to which it adjoins shall commence until full engineering details of the highway improvement works have been submitted to and approved in writing by the Local Planning Authority. The full engineering details shall include the following:

- a) The spine street section shown on p.72 of the Design and Access Statement (October 2016) to be provided on the western side Clos Parc Radyr between and to link junctions 3 and 4;
- b) The shared use path on the eastern side of Clos Parc Radyr to be provided with minimum clear width of 3 metres throughout its length;
- c) Crossing facilities for cyclists to be provided at Junction 4 to ensure continuity of connections in all directions between spine road treatments and the shared use path on Clos Parc Radyr;
- d) Crossing facilities to be provided at Junction 5 to ensure cyclists can join shared use path on eastern side of Clos Parc Radyr; and

- e) Due to the close proximity of Junctions 5 and 6, these are to share a raised table junction, in accordance with the details approved for Junction 6.

The development shall be implemented in accordance with the approved details and the phasing details required to be submitted under condition 17 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site.

PENTREBANE RD BI-DIRECTIONAL CYCLE LANE SIGNALISED CROSS ROADS JUNCTION 11

30. Notwithstanding the provisions of drawing 'Pentrebane Road Bi-Directional Cycle Lane Signalised Crossroads Junction 11 (drawing no W141304_A01_J11 Rev J)' and condition 3, and subject to condition 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION), no detailed highway works relating to the above junction and bidirectional cycle track shall take place until full engineering details of the highway improvement works have been submitted to and approved in writing by the Local Planning Authority. These works shall include the following:

- a) The provision of a bidirectional cycle track of a minimum 3 metres width on the northern side of Pentrebane Road from its junction with

- Waterhall Road to development junction 13;
- b) Provision of toucan crossings on all arms of the Pentrebane Road and Waterhall Road junction; and
- c) Provision of a segregated cycling facility between Amethyst Road and the signalisation of the Pentrebane Road and Waterhall Road junction.

The development shall be implemented in accordance with the approved details. No dwellings in phase 2 shall be occupied until the approved details have been constructed.

Reason: To ensure the provision of satisfactory access to and from the site.

31. DETAILED HIGHWAY IMPROVEMENT WORKS – JUNCTIONS 12 AND 13 Notwithstanding the provisions of drawing 'Pentrebane Road / Beechley Drive Signalised Crossroads & Pentrebane Site Access Junctions 12 and 13' (drawing no. W141304_A01_J12-13 Rev J) and condition 3, and subject to condition 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION), no detailed highway improvement works relating to the above junction and no development of the Phase to which it adjoins shall commence until full engineering details of the highway improvement works have been submitted to and approved in writing by the Local Planning Authority. The full engineering details shall include the following:

- a) Provision of a bidirectional cycle track of a minimum 3m width on the northern side of Pentrebane Road from its junction with Ashcroft Crescent to junction 13;
- b) Provision of Toucan crossings and dropped kerbs at Junction 12 to enable cyclists travelling on road on Beechley Drive to join and leave cycle track north of Pentrebane Road;
- c) Provision of crossing facilities at Junction 13 to enable cyclists to connect between the cycle track on northern side of Pentrebane Road described in a) above and the stopped up section of Pentrebane Rd west of the junction;
- d) Safeguarding of land for the provision of a southbound bus lane on the site arm (northern) of Junction 12, set back around 50m from the junction with Pentrebane Road.

The development shall be implemented in accordance with the approved details and the phasing details required to be submitted under condition 17 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site.

32. DETAILED HIGHWAY IMPROVEMENT WORKS – JUNCTION 14 Notwithstanding the provisions of drawing 'Re-alignment of Crofft y Genau Road into Pentrebane Road Junction 14' (drawing no. W141304_A01_J14 Rev J) and condition 3, and subject to condition 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION) no detailed highway improvement works relating to the above junction and no development of the Phase to which it adjoins shall commence until full engineering details of the highway improvement works have been submitted to and approved in writing by the

Local Planning Authority. The full engineering details shall include the following:

- a) A continuous cyclist and pedestrian link to Crofft Y Genau Road and across to St Brides Road;
- b) Cycling access to the junction of Crofft Y Genau Road and St Brides Road;
- c) Shared use link from stopped up section of Pentrebane Road to spine road to be provided with a minimum clear width of 3 metres;
- d) The site access north of Pentrebane Road does not show a continuous cycle route west to Crofft Y Genau Road. Cycling access needs to be provided to the junction of Crofft Y Genau Road and the site access; and
- e) an APNR traffic gate to time limit tidal flow access of traffic on Crofft-Y-Genau Road.

The development shall be implemented in accordance with the approved details and the phasing details required to be submitted under condition 17 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site.

DETAILED HIGHWAY IMPROVEMENT WORKS – JUNCTION 15

33. Notwithstanding the provisions of drawing 'Crofft y Genau Road Southern Site Access Junction 15' (drawing no. W141304_A01_J15 Rev J) and condition 3, and subject to condition 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION), no detailed highway improvement works relating to the above junction and no development of the Phase to which it adjoins shall commence until full engineering details of the highway improvement works have been submitted to and approved in writing by the Local Planning Authority. The full engineering details shall include details of an ANPR traffic

gate to time limit tidal flow access of traffic on Crofft-Y-Genau Road. The development shall be implemented in accordance with the approved details and the phasing details required to be submitted under condition 17 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site.

DETAILED HIGHWAY IMPROVEMENT WORKS – JUNCTION 16

34. Notwithstanding the provisions of drawing 'Crofft y Genau Road Priority Access Flared for Bus Movements Junction 16' (drawing no. W141304_A01_J16 Rev J) and condition 3, and subject to condition 68 (FULL ENGINEERING DETAILS FOR EACH JUNCTION), no detailed highway improvement works relating to the above junction and no development of the Phase to which it adjoins shall commence until full engineering details of the highway improvement works have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and the phasing details required to be submitted under condition 17 (PHASING).

Reason: To ensure the provision of satisfactory access to and from the site.

LANDSCAPE SCHEME FOR DETAILED HIGHWAY IMPROVEMENT WORKS

35. No development of the access and highway works that are the subject of conditions 26 - 34 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:
- a) include 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
 - b) include 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)
 - c) include 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.
 - d) 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.

SCHOOL TRAVEL PLAN

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

EMPLOYMENT TRAVEL PLAN

37. No part of the proposed employment development shall be occupied until an Employment Travel Plan has been progressed, submitted to and approved in writing by the Local Planning Authority in relation to that part of the employment development. The Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to and from that part of the site, and to promote travel by sustainable modes. The Employment Travel Plan shall set out proposals to implement and manage the Travel Plan, through a designated Travel Plan Coordinator. The Employment 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 Travel Plan shall be submitted annually for a period of 5 years beyond final occupation of that part of the employment development to the Local Planning Authority for approval in writing, commencing from the first anniversary of beneficial occupation of the school.
Reason: To encourage sustainable transport and effect modal shift to non-car modes.

38. RETAIL / COMMUNITY / HEALTHCARE USE EMPLOYEE TRAVEL PLAN
No part of the proposed retail, community and healthcare development shall be occupied until Travel Plan has been submitted to and approved in writing by the Local Planning Authority for the employees of that part of the retail, community and healthcare offer. The Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to and from that part of the site,

and to promote travel by sustainable modes. The Travel Plan shall set out proposals to implement and manage the Travel Plan, through a designated Travel Plan Coordinator. The 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 Travel Plan shall be submitted annually for a period of 5 years beyond final occupation to the Local Planning Authority for approval in writing, commencing from the first anniversary of beneficial occupation.

Reason: To encourage sustainable transport and effect modal shift to non-car modes.

39. RADYR GOLF COURSE INTERFACE STRATEGY
Notwithstanding the provisions of condition 3 and within 12 months of the date of this permission, a 'Radyr Golf Course Interface Strategy' to respond to the conflict posed by errant golf balls shall be submitted to the Local Planning Authority for approval and no reserved matters application shall be submitted to the Local Planning Authority for approval in respect of any land falling within a 50m wide offset measured from the shared boundary between the outline permission site and Radyr Golf Course until a 'Radyr Golf Course Interface Strategy' has been approved in writing by the Local Planning Authority, in consultation with Radyr Golf Club. Notwithstanding the provisions of condition

3, the reserved matters details submitted to and approved by the Local Planning Authority in compliance with condition 1 shall accord with the approved strategy and shall be implemented as approved.

Reason: To address the constraint of Radyr Golf Course, as required by Policy KP2(C) of the Cardiff Local Development Plan.

LISTED BUILDINGS PENTREBANE FARM

40. Within 3 months of the date of this outline permission, a full building condition survey of the three Grade II listed buildings at Pentrebane Farm (comprising the north wall of the former walled garden - Cadw ref 13924, a large barn – Cadw ref 13925 and the farmhouse itself – Cadw ref 82247) shall be undertaken in accordance with a written scheme of investigation which shall be first submitted to and approved in writing by the Local Planning Authority. A report of the findings of the assessment, and a full schedule of interim repairs proposed until full refurbishment takes place and an implementation programme shall be submitted to the by the Local Planning Authority for approval within 6 months of the date of this permission. The schedule of repairs considered reasonably necessary to ensure the proper preservation of the building shall be implemented in accordance with the approved details and implementation programme.

Reason: The condition of each of these buildings has been recently re-assessed as 'very bad' within the Cadw Building at Risk (BAR) Survey undertaken in November 2015, leading them to be classified as 'At Risk', linked to a lack of proactive maintenance and repairs over a long period and the vacancy of the farmhouse itself.

HISTORIC FARM BUILDING RECORDING

41. Prior to the commencement of any development works to, or demolition, re-use or conversion of the undesignated historic farm buildings at Halfwrt, Pen Down, Maes-y-Lech and Ty-Gwn, and Pentrebane Cottages, a programme of building recording shall be undertaken in accordance with a written scheme of investigation which shall be first submitted to and approved in writing by the Local Planning Authority. A report of the recording and its findings, together with written evidence that a copy has been accepted into the National Monuments Record Wales, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works to the undesignated historic farm buildings.

Reason: To promote the understanding of the heritage of the area.

HISTORIC FARM BUILDING INTERPRETATION

42. Any ruinous structures relating to the historic farms identified in condition 41 (HISTORIC FARM BUILDING RECORDING) which are to be retained in situ within public open space shall be identified within on-site interpretation boards or other installations, the details of which shall be first submitted to and approved in writing by the Local Planning Authority. The approved interpretation shall be installed on site prior to the beneficial occupation of any residential development on the reserved matters site in which those assets are located.

Reason: To promote the understanding of the heritage of the area.

INTEPRETATION OF UNDESIGNATED ARCHAEOLOGY

43. Details of the proposed preservation in situ of two limekiln sites (02879s, and 01429s), identified in the Environmental Statement (November 2014), including details to promote their access and interpretation by the public, shall be

submitted to and approved in writing by the Local Planning Authority. Thereafter, an explanation of the history and significance of those assets shall be set out within interpretation installations, which shall be erected in situ prior to the beneficial occupation of any residential development on the reserved matters site in which those assets are located. Reason: To promote the understanding of the heritage of the area.

DISTRICT CENTRE DESIGN CODE

44. Notwithstanding the provisions of condition 3, no reserved matters application shall be submitted in respect of any land on which the District Centre is proposed until a design code for the District Centre has been submitted to and approved in writing by the Local Planning Authority. Details of the scope of the design code shall be submitted to and agreed in writing by the Local Planning Authority prior to the submission of the design code. The reserved matters details submitted to and approved by the Local Planning Authority in compliance with condition 1 shall accord with the approved design code. Reason: To ensure good design.

PART 3C: Conditions to be discharged in respect of each RM site

45. **POWER LINES AND PYLONS AND HIGH PRESSURE GAS PIPES**
No reserved matters shall be approved by the Local Planning Authority until a statement outlining the proposed treatment of any existing high pressure gas pipes, and power lines and pylons that cross that reserved matter site has been submitted to the Local Planning Authority. The submitted details shall include details of any proposals for any alternative routes or treatment, together with a timetable for the outlined works. The Applicant shall thereafter update the Local Planning Authority of any material changes to the Applicant's intentions prior to and during the construction phase.
Reason: In the interest of visual amenity and to allow the reserved matters details to be appropriately assessed.

ENERGY STRATEGY

46. No reserved matters application shall be approved by the Local Planning Authority until an energy strategy for that reserved matters 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, including energy supply systems. The development shall be implemented in accordance with the approve details.
Reason: To promote sustainable development.

PUBLIC ART

47. No reserved matters application shall be approved by the Local Planning

Authority until a until a scheme, maintenance schedule and timetable for the provision of public art on that reserved matters site has been submitted to and approved in writing by the Local Planning Authority. The public art strategy for Coed y Gof Recreational Woodland shall include proposals for the sculpture trail proposed in the Design and Access Statement (October 2016). The development shall be implemented in accordance with the approved details and the public art shall be maintained in accordance with the approved details.
Reason: In the interests of creating a quality and legible built environment.

TREES

48. 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

49. 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.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

50. Prior to the commencement of any site clearance, construction works or

development on any Reserved Matters site a Construction Environmental and Management Plan (CEMP) for that Reserved Matters site shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with the approved parameter plans and supporting text, and shall be in substantial accordance with the Revised Green Infrastructure Strategy and the mitigation measures set out in the Environmental Statement (November 2014) and Environmental Statement Addendum (November 2016). The CEMP shall include:

- a) an implementation programme
- b) 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
- c) details of the storage, loading and unloading of plant and materials (including any oils, fuels and chemicals), construction compounds, any temporary facilities for construction / sales staff
- d) details of site hoardings (including the erection, maintenance, security and any decorative displays) and means of enclosure to prevent unauthorized access during construction
- e) a Dust Management Plan and measures to control the emission of dust and dirt from construction and minimise sediment loading
- f) Measures to control cementitious materials
- g) An Action Plan for dealing with unexpected contamination
- h) a Site Waste Management Plan for the recycling and/ or disposal of all waste resulting from construction works
- i) a noise control plan
- j) a Construction Drainage Scheme indicating how surface water and land drainage run off will be dealt with to prevent pollution, contamination, nuisance, subsidence, silt-laden run-off or flooding to land, buildings, watercourses or highways within the Reserved Matters site and adjacent land, buildings, watercourses and

- highways during the construction period, with particular consideration given to the protection of the Ty-Du Moor SSSI. Details shall include a minimum of one months base-line data demonstrating the pre-construction water quality on any watercourses on site and a Silt Management Plan including emergency / contingency plans in the event of pollution
- k) foul drainage strategy for the construction phase

- l) a Green Infrastructure Construction Protection Strategy (GICPS) detailing measures for the protection of the ecological (habitats & protected species), aboricultural, landscape, soil, open space, water and SuDs resource during clearance and construction, and mitigation measures, 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:
- a plan showing green infrastructure to be lost, retained, enhanced, translocated and newly created and its phasing
 - a risk assessment of the potentially damaging activities
 - a plan showing protection zones for the ecological (habitats & protected species), aboricultural, landscape, soil, open space, water and SUDS resource (including culverts) for the construction phase, which shall include but not be limited to a min 10m wide protection zone alongside all wetlands, ponds and watercourses within and bordering the site, a min 15m wide protection zones from all retained woodland and retained woodland SINCs, and precautionary measures to avoid harm to previously undetected dormice and badgers
 - pre-construction checks
 - updated surveys prior to felling/pruning of trees or demolition of any trees and buildings with confirmed, or potential to support, barn owl nesting/roosting and bat roosts, proposed to be removed or at risk during the construction phase and other pre-commencement surveys required as part of the SGIMS approved under condition 19
 - updated surveys of ponds with potential to support Great

Crested Newts and potential reptile habitats prior to commencement of construction

- details of site clearance and construction methods and measures to be taken to minimize and mitigate the impact of any works
- phasing / timing of works and times when ecological supervision is required
- a lighting scheme, including measures to reduce light spillage from construction onto key habitats and corridors, which shall include the matters set out in NRW's letter of 24/02/17.

m) List of on-site contacts and their responsibilities and arrangements for liaison between site manager, principle contractor, ecologist, arboriculturist, soil scientist, landscape architect or other related professionals during the course of construction, and ecological site inductions for contractors working on site. Arrangements shall include details of what contracts should do in the event protected species are encountered during the course of development.

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

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.

GROUND GAS ASSESSMENT AND MITIGATION MEASURES

51. Prior to the commencement of development on each reserved matters site, a scheme to investigate and monitor that reserved matters site for the presence of gases being generated at that reserved matters site or on land adjoining thereto, including a plan of the area to be monitored, shall be submitted to and approved in writing by the Local Planning Authority. Following completion of the approved monitoring scheme, the proposed details of any appropriate gas protection measures which may be required to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing by the Local Planning Authority. All required gas protection measures shall be implemented as approved and appropriately verified before occupation of any part of that reserved matters site and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

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

accordance with policy EN13 of the Cardiff Local Development Plan.

LAND CONTAMINATION A: RISK ASSESSMENT

52. Prior to the commencement of the development on each reserved matters site, an assessment of the nature and extent of contamination on land and controlled waters for that reserved matters site shall be submitted to and approved in writing by the Local Planning Authority. The assessment must be taken as an intrusive investigation to assess the extent, scale and nature of contamination which may be present. A report on the results of the investigation detailing the assessment of the potential risks and an appraisal of remedial options and justification for the preferred remedial option(s) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment in accordance with policy EN13 of the Cardiff Local Development Plan.

LAND CONTAMINATION B: SUBMISSION OF REMEDIATION SCHEME AND VERIFICATION PLAN

53. Where the approved risk assessment report submitted under condition 52 (LAND CONTAMINATION A: RISK ASSESSMENT) concludes that remediation is necessary, prior to the commencement of development on each Reserved Matters site, a detailed remediation scheme and verification plan to bring that reserved matters site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

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 in accordance with policy EN13 of the Cardiff Local Development Plan.

LAND CONTAMINATION C: UNDERTAKING OF REMEDIATION AND ISSUE OF VERIFICATION REPORT

54. Where the approved risk assessment report submitted under condition 52 (LAND CONTAMINATION A: RISK ASSESSMENT) concludes that remediation is necessary, the approved remediation scheme for that reserved matters site shall be implemented and completed in accordance with its terms prior to the occupation of any part of the development on that reserved matters site unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works. Within 6 months of the

completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved 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 in accordance with policy EN13 of the Cardiff Local Development Plan.

LAND CONTAMINATION D: POST REMEDIATION MONITORING REQUIREMENTS

55. Where the approved risk assessment report submitted under condition 52 (LAND CONTAMINATION A: RISK ASSESSMENT) concludes that remediation is necessary, a monitoring scheme to include monitoring the long-term effectiveness of the remediation over a period which shall be agreed in writing by the Local Planning Authority and the provision of reports on the same shall be submitted to and approved in writing by the Local Planning Authority, prior to the occupation of any approved building on that reserved matters site.

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 in accordance with policy EN13 of the Cardiff Local Development Plan.

IDENTIFICATION OF UNSUSPECTED CONTAMINATION

56. In the event that contamination is found at any time when carrying out the approved development on each Reserved Matters site that was not previously identified, it shall be reported in writing within 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 in accordance with policy EN13 of the Cardiff Local Development Plan.

IMPORTED SOIL

57. Any topsoil (natural or manufactured), or subsoil, to be imported onto a Reserved Matters site 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 shall be undertaken to verify that the imported soil is free from contamination and shall be undertaken in accordance with a scheme which shall be agreed with in writing by the Local Planning Authority.
- Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

IMPORTED AGGREGATES

58. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported onto each Reserved Matters site shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation to be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes. Subject to approval of the above, verification sampling of the material received at the development site shall be undertaken to verify that the imported aggregate is free from contamination and shall be undertaken in accordance with a scheme which shall be submitted to and agreed in writing by the Local Planning Authority.
- Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

ROAD TRAFFIC NOISE

59. No reserved matters application shall be approved by the Local Planning Authority until there has been submitted to and approved in writing by the Local Planning Authority a scheme for that reserved matters site that provides for 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] to be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 35 dBA Leq 16 hour during the day and 30 dBA Leq 8 hour at night.

The details of the sound insulation and ventilation scheme, which shall include either active or passive means of ventilation, shall be submitted to and approved in writing by the Local Planning Authority. 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 that the amenities of future occupiers are protected in accordance with policy EN13 of the Cardiff Local Development Plan.

60. NON-RESIDENTIAL PREMISES

No non-residential premises shall be occupied until the following details for that premises have been submitted to and approved in writing by the Local Planning Authority:

- a) proposed hours for the arrival, departure, loading and unloading of delivery vehicles
- b) proposed hours that any member of the public shall be admitted to or allowed to remain on the premises
- c) proposed hours that any sales of hot food for consumption off the premises shall take place from the premises
- d) a scheme for sound insulation of any room where amplified music will be played at any time
- e) a scheme of sound insulation works to the floors/ceiling and/or party wall structure between any retail/commercial unit and adjoining residential unit
- f) a scheme for the provision and maintenance of extract ventilation equipment for the mechanical extraction of all fumes from the food preparation areas in any premises which is to involve the preparation and cooking of hot food at any time. The scheme shall include, but shall not be limited to, details of: the point that fumes shall be mechanically extracted to, details of the equipment, de-odorising filter and chimney.

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any Order amending or revoking and re-enacting that Order), the development shall be carried out, operated and maintained in accordance with the approved details and, in respect of kitchen extraction

equipment, shall be maintained in accordance with the manufacturer's guidelines.

Reason: To ensure the amenities of occupiers of other premises are protected in accordance with policy EN13 of the Cardiff Local Development Plan.

FLOODLIGHTING SCHEME

61. No floodlighting shall be installed on any reserved matters site until a floodlighting scheme for that reserved matters site has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to beneficial use of the approved floodlighting.

Reason: To protect residential amenity and to avoid disturbance to other sensitive receptors in accordance with policies KP16, KP18 and EN7 of the Cardiff Local Development Plan.

ARCHAEOLOGY

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

Reason: To identify and record any features of archaeological interest discovered during the works in order to mitigate the impact of the works on the archaeological resource in accordance with policy EN9 of the Cardiff Local Development Plan.

DETAILED SURFACE WATER DRAINAGE SCHEME

63. No reserved matters application shall be approved by the Local Planning Authority and no development shall commence on any reserved matters site until a scheme for the disposal of surface water for that reserved matters site has been submitted to and approved in writing by the Local Planning Authority.

The sustainable drainage scheme shall:

- a) incorporate sustainable drainage principles and indicate how the development will comply with the requirements of Section 8.3 of TAN 15
- b) 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;
- c) 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%
- d) demonstrate that surface water runoff from any impermeable surfaces within the proposed development shall be attenuated to greenfield rates
- e) demonstrate consideration given to and the assessment of the impact of phasing of the development in relation to the Strategic

Sustainable Surface Water Drainage Masterplan submitted in discharge of condition 23, including the interaction between adjoining drainage catchments and demonstrate that the necessary sustainable drainage network for each reserved matters site will be provided to enable the development of that reserved matters site

- f) demonstrate that appropriate control and mitigation measures are employed to prevent surface water and land drainage run off to properties/land within and adjoining the site or from land adjoining the site, and any associated nuisance, contamination, pollution, silting, flooding and subsidence issues

- g) in respect of f) above, particular consideration shall be given to proposals to demonstrate no adverse hydrological effects (including increased/reduced water quantity, reduced quality and/or changes to existing drainage routes) to the Ty Du Moor SSI via the Nant Dowlais, wetland SINC, marshy grassland, ponds and watercourses
- h) include details of locations, plans, cross sections, proposed ground levels and depths of attenuation facilities (including surface and sub-surface), along with their exceedance flow routes and proposed method of on-site management
- i) include drainage models of all attenuated drainage systems to prove viability and demonstrate that all exceedance flows do not cause surface water flooding to existing or proposed properties or other adverse hydrological effects to sensitive ecological habitats, including wetlands, watercourses and ponds. The mdx files shall be forwarded to the Local Planning Authority for verification and approval
- j) include details of all watercourses as determined by Section 72 of the Land Drainage Act 1991 and an assessment of how they will be impacted by the development. Those details shall include any existing culverted sections of watercourses and any proposals for the diversion, culverting or in-filling of watercourses within the reserved matters site and associated flood risk management measures
- k) include a timetable for its implementation
- l) provide a surface water drainage 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. The submitted details clearly show who is responsible for each element of drainage and shall include the approach to safety of all ponds and SUDs features for the general public.
- m) details submitted as part of l, shall include proposals for the maintenance of a culvert and channel near Fairwater Leisure Centre

that are assessed in the application as being the cause of localised flooding within Zone B of the Development Advice Maps.

- n) demonstrate the protection of open and culverted sections of the existing watercourse during and after construction.

The above will take the form of a Hydrological Impact Assessment, including an assessment of the development in a hydrological and hydrogeological context of the development and conform to the hierarchical approach for the principles of storm water drainage strategy for the development. 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 Local Planning Authority and the results of the assessments shall be submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the detailed 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. The scheme shall demonstrate that post-development flows from the site replicate pre-development flows. 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.

DETAILED FOUL DRAINAGE SCHEME

- 64. No reserved matter application shall be approved by the Local Planning Authority until a detailed foul drainage scheme for that reserved matters site has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall provide for the disposal of foul flows and shall accord with the approved strategic foul drainage masterplan submitted under condition 24. No building on that reserved matters site shall be occupied until the detailed foul drainage scheme has been completed in accordance with the approved details and until the necessary reinforcement works, identified by the Hydraulic Modelling Assessment and through part C of condition 24 (Strategic Foul Drainage Masterplan), have been completed on the public sewerage system serving that reserved matters site. The scheme shall be constructed in full.

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.

DETAILED POTABLE WATER SCHEME

- 65. No reserved matters application shall be approved by the Local Planning Authority until a scheme for the improvement and / or extension of the potable water supply system to serve that reserved matters site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall accord with the approved Strategic Potable Water Supply Masterplan submitted under condition 25 (Strategic Potable Water Supply Masterplan). No building on that reserved matters site shall be occupied until the scheme has been implemented in accordance with the approved details and until the necessary improvement works, identified by the Hydraulic Modelling

Assessment and through part C of condition 25 (Strategic Potable Water Supply Masterplan), have been completed on the water supply system serving that reserved matters site.

Reason: To ensure an adequate water supply and to protect the integrity of the public water supply system.

PART 4 : COMPLIANCE CONDITIONS

RETAIL USES

66. The A1, A2 and A3 retail floorspace hereby permitted shall not exceed 19,900 sq m (gross) and shall be located in the District and Local Centres identified on the Land Use Parameter Plan. No individual Class A1/A2/A3 unit shall exceed 500 sq m (gross) except for the 2 no. foodstores located in the District Centre which shall be up to 5,000sq m gross in total and the foodstore located in Local Centre (4) (North) which shall be up to 1,500 sq m gross.

Reason: In order to safeguard the retail vitality and viability of existing designated centres and to ensure the proposed units are commensurate to the scale, role and function of the designated centre in the interests of forming a planned centre which reinforces a sense of place.

SCHOOL SITE SIZES

67. Notwithstanding the provisions of condition 3, each of the three primary schools shall have a minimum site size of 19,928sq m and the secondary school shall have a minimum site size of 70,247m2.

Reason: To reflect the Council's preferred strategy for schools provision and new Planning Obligations SPG.

FULL ENGINEERING DETAILS FOR EACH JUNCTION

68. Notwithstanding the provisions of condition 3, the details to be submitted in relation to junctions 1, 2, 3, 4, 5, 11, 12, 13, 14, 15 and 16 under conditions 26 – 34 shall include the following full engineering details as required:

- a) Reduction of speed limit to 30 mph on Llantrisant Road and Croffy Y Genau Road with details of appropriate signage scheme;
- b) CCTV camera infrastructure at junctions and between junctions;
- c) Accessible and safely located maintenance bays for equipment, including signals;
- d) Appropriate and accessible locations for cabinets;
- e) Provision of fibre infrastructure along the length of the site frontage (to Crofft Y Genau);
- f) Bus lane enforcement ANPR infrastructure for any bus lanes;
- g) Detection loops;
- h) Incorporation of UTC, SCOOT MOVA, following agreements with Cardiff Council;
- i) Street lighting linked to a Central Management System to allow

- phased dimming;
- j) Variable Message Sign (VMS) and associated infrastructure on Llantrisant Road;
- k) Clear and uncongested access to any crossings and push buttons for all users;
- l) Bus stops facilities, including details of existing stops, new stops and any proposed relocations. Bus stop locations shall be agreed with Cardiff Council in consultation with bus operators.

Reason: To make provision for satisfactory access and to ensure effective pedestrian, cycle and vehicular links to the wider strategic site and to allow the phased dimming of street lights.

69. **KEY PEDESTRIAN / CYCLING / HORSE RIDING ROUTE**
 Notwithstanding the provisions of condition 3 and unless otherwise approved at reserved matters stage, the key pedestrian / cycling / horse riding route shown on the Access Parameter Plan (drawing ref R.0319_17j-3) shall include a separate path for horses of a min width of 2m and a min 3m shared path for pedestrians/ cyclists.
 Reason: To promote sustainable travel and to protect the amenities and safety of users.
70. **ECOTONE**
 Notwithstanding the provisions of condition 3, a minimum 15m wide buffer shall extend along the length of all retained woodland which shall be designed as an 'ecotone' and no development within it shall be permitted except for soft landscaping and footpaths and cycle paths, unless otherwise approved at Reserved Matters stage.
 Reason: To protect the arboricultural and ecological resource of the site.
71. **ENHANCED GREEN CORRIDOR**
 Notwithstanding the provisions of condition 3, a minimum 60m wide green corridor shall be provided between Halfwrt and Coed y Trenches which shall include, within the 60m, provision of new woodland and a 15m eco-tone buffer to each side of the woodland (as measured from tree trunks). No development within it shall be permitted except for soft landscaping and footpaths and cycle paths, unless otherwise agreed at Reserved Matters stage.
 Reason: To retain satisfactory ecological connectivity and avoidance of habitat fragmentation.
72. **ADDITIONAL HOP OVERS**
 Notwithstanding the provisions of condition 3, additional hop overs shall be provided where the eastern access road intersects eastern 'limb' of green infrastructure connectivity running North South and between Coed y Gof and the Former Llantrisant Branch Line, as indicated in the drawing attached to the comments of the Council's Ecologist dated 05/01/17.
 Reason: To retain satisfactory ecological connectivity and avoidance of habitat fragmentation.

PITCH SIZES

73. Notwithstanding the provisions of condition 3, adult size pitches shall be at least 100m x 64m plus 3m run off (giving an overall size for each pitch of 106m x 70m) and mini pitches shall be at least 55m x 37m plus 3m run off (giving an overall size for each pitch of 61m x 43m with run off), unless otherwise approved through reserved matters applications.
Reason: To ensure an acceptable provision of public open space.

PUBLIC OPEN SPACE PROVISION

74. Notwithstanding the provisions of condition 3, the development shall accord with the POS Provision Plan (drawing no R.0319_45A) subject to:
- a) the provision of an additional play area which shall be provided in the 'Phase 3 area' shown on the Indicative Phasing Plan (drawing no R.0319_51) to the south of the disused railway line
 - b) the 'formal sports provision' identified on the POS Provision Plan on land to the south of the application site of pp 14/02188MJR providing a level and well-drained open space of a minimum 70m x 60m (excluding eco-tone provision) to be used as active recreation open space, including as a kick about area.
 - c) the precise location and dimensions of the destination play areas, teen facilities and play areas (LEAPs) being fixed at RM stage
 - d) the implementation of the outcome of the assessment of provision for teen facilities within 1500m of the outline site boundary, required under condition 19 (STRATEGIC GREEN INFRASTRUCTURE MANAGEMENT STRATEGY), and proposals for a range of new facilities within the outline site to serve the new population.
- Reason: To ensure an acceptable provision of on-site open space.

PLANT NOISE

75. The rating level of the noise emitted from fixed plant and equipment on the site shall not exceed 10dB below the existing background noise level at any time when measured and corrected in accordance with BS 4142: 1997 (or any British Standard amending or superseding that standard).
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

RADYR FARM WIND TURBINE

76. Details submitted in discharge of condition 59 (ROAD TRAFFIC NOISE) in respect of any land within the outline application site north of Llantrisant Road shall also take into account the siting of the wind turbine at Radyr Farm and ensure that any future residential properties approved on land within the outline application site north of Llantrisant Road would be suitably sited and attenuated from the noise from the wind turbine such that they would not prejudice the ability of the owners of the turbine from complying with condition 2 of planning permission 07/01380w. Notwithstanding the provisions of condition 3, details submitted in relation to the reserved matters submitted to

the Local Planning Authority in compliance with condition 1 in respect of land north of Llantrisant Road shall accord with the approved scheme including any buffer zone restricting development approved as part of the approved noise scheme.

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

LANDSCAPE IMPLEMENTATION

77. In relation to any landscaping scheme approved in discharge of conditions 15 (LANDSCAPE SCHEME FOR EACH RESERVED MATTERS SITE) and 35 (LANDSCAPE SCHEME FOR DETAILED HIGHWAY IMPROVEMENT WORKS), 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

78. No removal of hedgerows, trees, scrub or shrubs shall take place between 1st March and 15th 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.

SITES OF IMPORTANCE FOR NATURE CONSERVATION

79. No materials, waste, arisings or plant shall be stored or operated within any SINC, or be allowed to fall, be washed or blown into them except for those parts of the SINC that are to be developed as part of this permission.
Reason: To protect the features of interest for nature conservation for which the SINC has been designated.

PROVISION OF ROAD BEFORE OCCUPATION OF DWELLINGS/BUILDINGS

80. No dwelling or building 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 or building served by that road, unless 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.

HSE ADVICE

81. Notwithstanding the provisions of condition 3, no development shall take place in contravention of Health and Safety Executive (HSE) advice in respect of the three high pressure gas pipelines that cross the site dated 29/04/15 and any subsequent advice provided by the HSE prior to the determination of reserved matters.

Reason: In the interests of health and safety.

WALES AND WEST UTILITIES APPARATUS

82. Notwithstanding the provisions of condition 3, no buildings shall be built within the Wales and West Utilities recommended Building Proximity Distances of the following pipelines shown on the Land Use parameter plan (drawing no R.0319_17j-2):

- 7m either side of the outer edge of the High Pressure Pipeline ref 1561 - Nantgarw/Pentrebane [p2](HS013)
- 15m either side of the outer edge of the High Pressure Pipeline ref 1565 – Pentrebane/St Athan [p1] (HS0330)
- 15m either side of the outer edge of the High Pressure Pipeline ref 2684 – Pentrebane to Dyffryn

Reason: In the interests of health and safety, and to minimise risk to the pipeline.

132kv OVERHEAD POWERLINE

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

Reason: In the interests of health and safety, and to minimise risk to the apparatus.

BUILDING OUTSIDE SETTLEMENT BOUNDARY

84. Notwithstanding the provisions of condition 3, no building shall be constructed to the south of Pentrebane Road beyond the settlement boundary identified on the Local Development Plan Proposals Map.

Reason: For the avoidance of doubt.

IT IS IMPORTANT THAT YOU SHOULD READ THOSE NOTES ON THE ATTACHED SHEET WHICH ARE RELEVANT TO THIS TYPE OF APPLICATION.

All policies and proposals in the Development Plan which are relevant to this decision are listed in the report on the Application.

IT IS IMPORTANT THAT YOU SHOULD READ THOSE NOTES ON THE ATTACHED SHEET WHICH ARE RELEVANT TO THIS TYPE OF APPLICATION.

Dated: 20/03/2017



James Clemence
HEAD OF PLANNING
County Hall, Cardiff, CF10 4UW

It should also be noted :

1. **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.
2. **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.
3. **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.

4. That the Developer be advised that records indicate a history of and potential for subsurface voids in the area and that they should be fully aware of this in relation to their responsibilities regarding the safe development and occupancy of the site. For the avoidance of doubt, the responsibility for the safe development and occupancy of the site rests with the developer.
5. That the developer be advised that the City of Cardiff Council will not permit the stopping up of any watercourses. Any obstruction to the flow, in accordance with Section 23 of the Land Drainage Act 1991, will require ordinary watercourse consent that is determined with a statutory 2 month determination period and would only be considered where appropriate. The City of Cardiff Council has adopted an anti-culverting policy. The Council will not permit the building over of culverts; culverts will only be allowed for access purposes. It is recommended that landowners and developer contact the City of Cardiff Council to discuss proposals in order to determine if such consent is required.
6. That the developer be advised of the advice from NRW dated 26/02/15, 07/12/16 and 10/02/17 including:
 - advice in relation to European Protected Species – Where an EPS is present, and a development proposal is likely to contravene the protection afforded to it, development may only proceed under a licence issued by Natural Resources Wales (NRW). The Applicant must seek an EPS licence from NRW under Regulation 53(2)e of The Conservation of Habitats and Species Regulations 2010 before any works on site commence that may impact upon EPS. Please note, the granting of planning permission does not negate the need to obtain a licence.
 - Both the Nant Dowlais and River Ely are classed as main river watercourses therefore any works within 7 metres or new outfalls will require the consent of NRW as stated in the Water Resources Act 1991
 - the responsibility for the maintenance of all watercourses and structures thereon rests, in the first instance, with the riparian owner. Land Drainage legislation does not seek to remove this responsibility.
 - Duties of care and guidance in relation to the management of waste and materials, including controlled waste
 - Request for updates on the programme of works and timetable
 - Their Planning Advice Note for further advice and guidance, including

advice on regulatory requirements outside of the Town and Country Planning process including environmental permits and exemptions; pollution prevention measures; water resources; and waste management matters.

7. That the developer be advised of the advice of 16/11/16 from Wales and West Utilities, forwarded to the Agent, advising that their apparatus may be at risk during construction works and that the developer should contact WWU directly to discuss their requirements, noting that should diversion works be required these will be fully chargeable.
8. That the developer be advised of the advice from Parks Services dated 15/02/17 in respect of the design of Destination or Larger Play Areas.
9. That the developer be advised that the litter bin specifications for adopted land are as follows:
Free standing litter bins:
 - Black with Council logo, and the lettering "Litter/Sbwriel" in gold
 - 120 litre capacity
 - Include ash tray/ stub plate
 - Heavy duty polythene plastic with hinge slam shut door (self-locking) and hex/t-bar key
 - Drip space and fixing holes for bolting to the floor
 - Approximately 100 litre plastic liner with outside handles*Post mounted litter bins:*
 - Black with Council logo in gold
 - 50 litre capacity
 - Hooded with cigarette stub plate
 - Release drop-out and click back with triangular key mechanism
 - Drip holes
 - Secured to post with band wire kit.
10. The highway works conditions and any other development related works to existing or proposed adopted public highway are to be subject to agreements under Section 278 and/or Section 38 of the Highways Act 1980 between the developer and Local Highway Authority.
11. The grant of planning permission does not give a developer any right to interfere with, obstruct or move a public right of way. No works to PROW footpaths that cross the site shall be undertaken a legal order has been applied for by the developer and confirmed by the Local Highway Authority. In the event that the legal orders are not confirmed, the existing path alignments shall be retained.
12. Sustainable Drainage is defined as per the definition contained in Schedule 3 of the Flood and Water Management Act 2010:

"Sustainable drainage" means managing rainwater (including snow and other precipitation) with the aim of— (a) reducing damage from flooding, (b) improving water quality, (c) protecting and improving the environment, (d) protecting health and safety, and (e) ensuring the stability and durability of drainage systems."

13. 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.
14. That the Developer be advised of the advice from the Council's Tree Officer dated 15/11/16 regarding a provisional planting palette to inform reserved matters details.
15. That the Developer be advised of the advice from South Wales Police Design Out Crime Officer, dated 21/11/2016.
16. The highway works conditions and any other development related works to existing or proposed adopted public highway are to be subject to agreements under Section 278 and/or Section 38 of the Highways Act 1980 between the developer and Local Highway Authority.

ACCESS

R.0319_17j-3

The Access Parameter Plan identifies the main movement corridors within which primary vehicular routes and primary pedestrian/cycle routes are to be constructed. Land within any movement corridor not occupied by a primary vehicular and/or pedestrian/cycle route may be developed for any purpose for which any zone abutting or overlapping with that corridor may be developed.

KEY PEDESTRIAN/CYCLE ROUTE

A shared pedestrian/cyclepath will be provided along the alignment shown and shall not be less than 3m. Additional pedestrian and cycle movement corridors within the application site and linking to existing surrounding development will also be provided (but shall not be limited to) the areas shown on the Access Parameter Plan.

STRATEGIC CYCLING ROUTE

A segregated two way cyclepath will be provided along the alignment shown and shall not be less than 3m.

PRIMARY HIGHWAY CORRIDOR

A highway corridor with a maximum width of 20m will be located within the zone shown. Cycle provision separate to the carriageway will be included within this corridor.

ZONE RESERVED FOR RAPID TRANSPORT

Along this route provision for stops and associated supporting facilities will be required to be accommodated (e.g. cycle parking, toilets etc). The future design must ensure the rapid transport does not create a barrier to movement across the site and between facilities.

STRATEGIC BUS ROUTE

A bus only route will be provided along the alignment of the rapid transport corridor before the LRT is delivered. This will provide express public transport at an early stage.

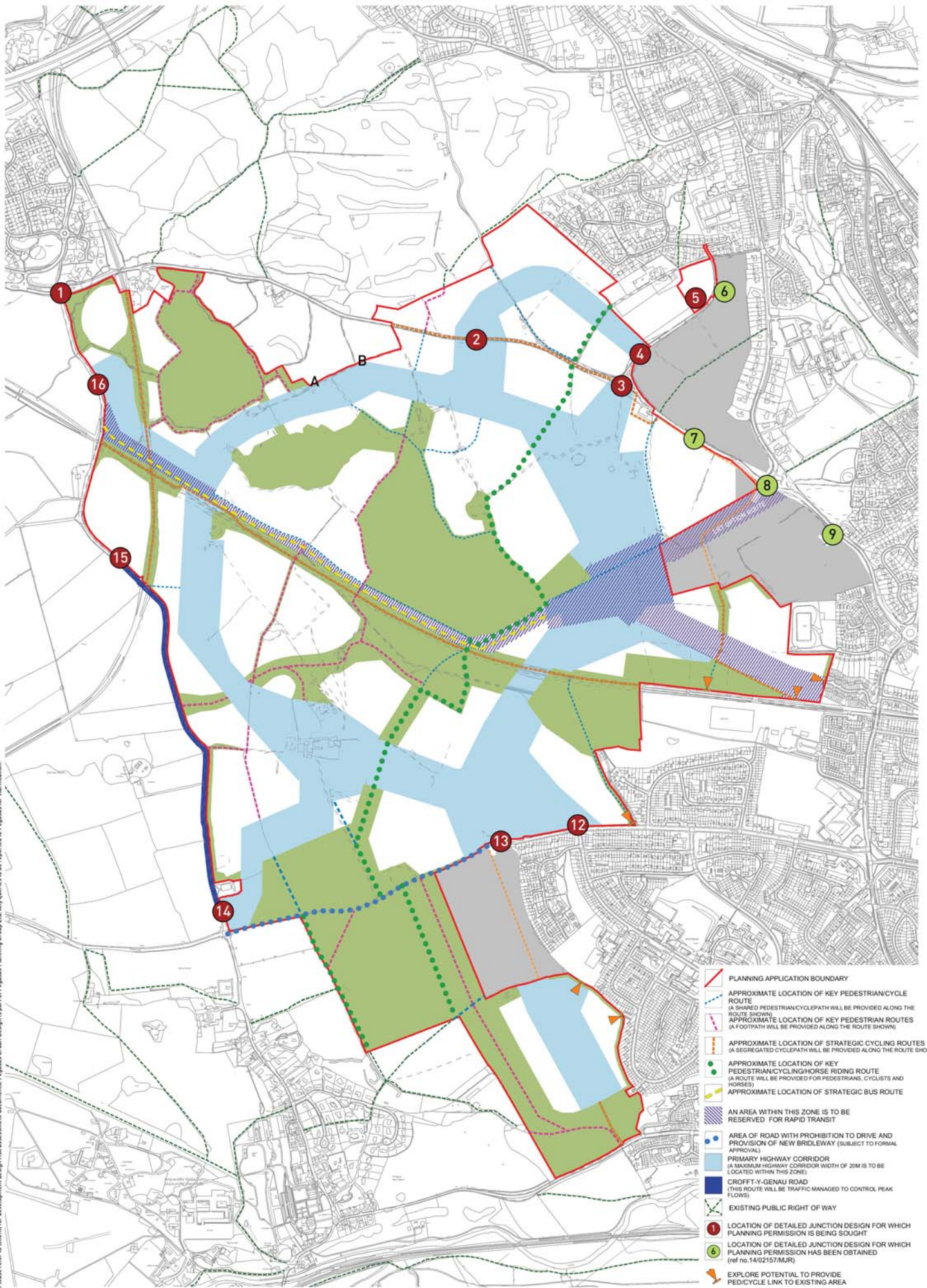
CROFFT-Y-GENAU ROAD TREATMENT

A Traffic Management system will operate along Crofft-Y-Genau Road where sensors and signs will control the direction of traffic flow along this route in response to demand.

POTENTIAL ACCESS TO GOITRE FACH FARM SITE

A vehicular link will be made between the site and the Goitre Fach Farm site to the north west between points A and B on the plan. Cycle provision separate to the vehicular carriageway will be provided as part of this link.

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- PLANNING APPLICATION BOUNDARY
- APPROXIMATE LOCATION OF KEY PEDESTRIAN/CYCLE ROUTE
(A SHARED PEDESTRIAN/CYCLEPATH WILL BE PROVIDED ALONG THE ROUTE SHOWN)
- APPROXIMATE LOCATION OF KEY PEDESTRIAN ROUTES
(A FOOTPATH WILL BE PROVIDED ALONG THE ROUTE SHOWN)
- APPROXIMATE LOCATION OF STRATEGIC CYCLING ROUTES
(A SEGREGATED CYCLEPATH WILL BE PROVIDED ALONG THE ROUTE SHOWN)
- APPROXIMATE LOCATION OF KEY PEDESTRIAN/CYCLING/HORSE RIDING ROUTE
(A ROUTE WILL BE PROVIDED FOR PEDESTRIANS, CYCLISTS AND HORSES)
- APPROXIMATE LOCATION OF STRATEGIC BUS ROUTE
- AN AREA WITHIN THIS ZONE IS TO BE RESERVED FOR RAPID TRANSIT
- AREA OF ROAD WITH PROHIBITION TO DRIVE AND PROVISION OF NEW BRIDLEWAY (SUBJECT TO FORMAL APPROVAL)
- PRIMARY HIGHWAY CORRIDOR
(A MAXIMUM HIGHWAY CORRIDOR WIDTH OF 20M IS TO BE LOCATED WITHIN THIS ZONE)
- CROFTY-Y-GENAU ROAD
(THIS ROUTE WILL BE TRAFFIC MANAGED TO CONTROL PEAK FLOWS)
- EXISTING PUBLIC RIGHT OF WAY
- LOCATION OF DETAILED JUNCTION DESIGN FOR WHICH PLANNING PERMISSION IS BEING SOUGHT
- LOCATION OF DETAILED JUNCTION DESIGN FOR WHICH PLANNING PERMISSION HAS BEEN OBTAINED (ref no: 1402197M/R)
- EXPLORE POTENTIAL TO PROVIDE PED/CYCLE LINK TO EXISTING AREA



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