



PLANNING & DEVELOPMENT COMMITTEE

14 JUNE 2018

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/0353/13
(GD)
APPLICANT: **AJW Capital Investments Ltd**
DEVELOPMENT: Outline planning application (with all matters reserved other than access) for a residential development of up to 93 dwellings and associated works.
LOCATION: **LAND AT PENTWYN CYNON FARM, HIRWAUN**
DATE REGISTERED: **29/03/2018**
ELECTORAL DIVISION: **Penywaun**

RECOMMENDATION: Approve

REASONS:

The principle of the proposed development of the site is considered acceptable in terms of the allocation of the application site for residential development in the Local Development Plan and with regard to all other material considerations. Furthermore the proposal presents the opportunity to bring forward much needed residential development in the northern part of the County Borough.

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to Service Director Planning;
- Three or more letters of objection have been received.

APPLICATION DETAILS

The application seeks outline planning permission for the construction of up to 93 dwellings on land at Pentwyn Cynon Farm. All details other than the means of access to the site are reserved for future consideration should this application prove

successful. The current illustrative layout is founded on the basis that the site could deliver a total of 93 dwellings with the applicants proposing that 10 of those dwellings affordable housing. Of the houses for private sale, a mix of two and three bedroom semi detached and terraced house in five different types are proposed, and the affordable housing proposed comprises 6no. flats and 4no. two bedroom terraced houses. In accordance with requirements the applicants are proposing the following maximum and minimum dimensions for the house types proposed. –

House type	Height (eaves)	Height (ridge)	Width	Depth
A	Max: 5.42m Min: 4.92m	Max: 9m Min: 8.5m	Max: 9m Min: 8.5m	Max: 6.4m Min: 5.9m
B	Max: 5.42m Min: 4.92m	Max: 9m Min: 8.5m	Max: 5.5m Min: 5m	Max: 9m Min: 8.5m
C	Max: 5.42m Min: 4.92m	Max: 9m Min: 8.5m	Max: 4.5m Min: 4m	Max: 8m Min: 7.5m
D	Max: 5.42m Min: 4.92m	Max: 9m Min: 8.5m	Max: 7.5m Min: 7m	Max: 8m Min: 7.5m
E	Max: 5.42m Min: 4.92m	Max: 9m Min: 8.5m	Max: 5.5m Min: 5m	Max: 9m Min: 8.5m
211(Flats)	Max: 5.42m Min: 4.92m	Max: 9m Min: 8.5m	Max: 8.2m Min: 7.7m	Max: 8.2m Min: 7.7m
421 (Houses)	Max: 5.42m Min: 4.92m	Max: 9m Min: 8.5m	Max: 6.8m Min: 6.3m	Max: 8.2m Min: 7.7m

The topography of the site will result in the development comprising two distinct sections with most of the building taking place on the upper plateau closest to Hirwaun Road with the remainder built at a lower level next to Pentwyn Cynon Farm's house and outbuildings. The steep embankment between these two areas would remain undeveloped.

The application is accompanied by the following:

- Drainage Strategy
- Design and Access Statement:
- Geotechnical and Geo-environmental Report.
- Pre Application Consultation Report
- Transport Assessment

SITE APPRAISAL

The application site is comprised in some 3.35 hectares of land located immediately east of Trenant and north of Hirwaun Road. The site is irregular in its overall shape and is bounded by Hirwaun Road to the south a farm access track to the east (with

Ysgol Gyfun Rhydywaun immediately adjacent), a former tramway to the north and Trenant and an unnamed stream to the west. The Topography of the site is a product of its past use as a tip where inert waste was tipped as recently as the 1990's, and it forms two flat areas with a steep embankment between the two. The higher and larger plateau lies immediately adjacent to Hirwaun Road on the southern side of the site with the smaller plateau at a lower level adjacent to Pentwyn Cynon Farm house.

The site is located approximately half a mile east of Hirwaun village centre and Aberdare is approximately two and a half miles to the south east of the site. The wider area is predominantly residential in character though the Welsh Medium Secondary School lies immediately east of the site and there are also a number of small businesses located opposite the site on the southern side of Hirwaun Road.

Access to the site is provided via the rutted access track on the eastern boundary of the site which also serves as the access to Pentwyn Cynon Farm. Beyond the track there is no formal vehicular access into the body of the site. There is no defined pedestrian access into the site other than a stile at the south eastern end of the site. However the boundary treatment is missing in a number of places and the site is open and appears to have been used for motorbike scrambling.

PLANNING HISTORY

06/2248	Residential Development (Outline resubmission)	Refused 16/01/07
05/1383	Residential Development (Outline application)	Refused 10/03/06
51/94/0545	Extension of tipping of inert materials until 31 st December 1997	Approved 25/04/95
51/91/0045	Extension of tipping of inert materials until 31 st December 1994	Approved 15/07/92
51/90/0109	Two dwellings	Refused 26/06/96

PUBLICITY

The current application has been advertised by means of press notice, site notice and neighbour notification letters. The exercise has resulted in the submission of four letters of objection one of which is accompanied by a 100 signature petition. The issues raised in objection to the current proposals can be summarised as follows –

- Concern is expressed at the possibility of the introduction of new sewers and how they would impact upon the existing system which residents believe is failing and surcharging.
- The indicative layout shows houses being built over a public right of way contrary to current Welsh Government policy which seeks to retain green spaces and promote, walking, cycling and healthy lifestyles.
- Development of the site would lead to properties on the eastern side of Trenant being overlooked invading the privacy and amenity of the gardens and kitchens of those properties.
- There is concern that the current transport infrastructure is incapable of accommodating the additional housing as Hirwaun Road already experiences congestion and tailbacks due to its proximity to the Heads of the Valleys Road and turning from Trenant towards Hirwaun can take 10-15 minutes at peak times. There would also be increased pollution from increased car emissions.
- Development of the site has a history of refusals including a dismissal at appeal in 1990. At that time the development of the site was refused on the basis that there would be increased vehicular turning movements to and from the public highway to the detriment of highway safety, there being a general presumption against additional vehicular accesses on to principal inter urban roads creating hazards to the safety and free flow of traffic, and the proposal being contrary to policy of the Hirwaun and District Local Plan which had a presumption against the expansion of Hirwaun outside of its defined settlement boundaries.
- Schools and health provision in and around Hirwaun are under pressure at the moment and allowing further housing would make this worse.
- Hirwaun does not have a bank, butcher or green grocer to serve any additional development.
- Development of the site will create a noise and dust nuisance for existing residents.

CONSULTATION

Highways – no objections subject to conditions.

Drainage – no objections subject to conditions.

Public Health & Protection – no objections subject to conditions.

Natural Resources Wales – express concerns at the possibility of the site being developed but recommend that any planning permission should be appropriately conditioned to deal with any potential contamination issues.

Dwr Cymru/Welsh Water – no objection subject to conditions.

Western Power Distribution – any requirement for a new connection or service diversion will need to be agreed with Western Power Distribution.

Wales & West Utilities – no response received

South Wales Fire & Rescue Service – no response received

Countryside Section – Public Rights of Way AUN/4/1 and AUN/3/4 bound the site. The embankment woodland areas are recognised as possessing amenity value and also hold some ecological worth, and these areas should be retained and reinforced. This area should be protected through the course of development and maintained thereafter possibly through a management agreement secured via Section 106.

Education – there are capacity issues in the Welsh Medium Secondary Sector in this area and a financial contribution through a Section 106 agreement is appropriate.

Coal Authority – The Coal Authority concurs with the findings of the Geo Technical/geo-environmental desk study report that should planning permission be granted then a scheme of intrusive site investigations should be undertaken and a report on its findings made and recommendations implemented in the course of any development.

Police Authority – no response received

Housing Strategy – based on the findings of the Local Housing Market Assessment 2017-18, it is recommended that the following affordable housing unit mix be secured on site to satisfy these requirements;

- 3 x 3 bedroom houses for low cost home ownership
- 4 x 1 bedroom walk up flats for social rent
- 2 x 2 bedroom houses for social rent.

Glamorgan Gwent Archaeological Trust – as archaeological advisors to Members the trust have no objections to the positive determination of the application.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Policy CS1 - sets out criteria for promoting residential development in the northern strategy area.

Policy AW1 - states that housing land requirements will be met by allocations in the plan, the provision of affordable housing and development at a density that complies with policy NSA11.

Policy AW5 - sets out criteria for new development in relation to amenity and accessibility.

Policy AW6 - requires development to involve a high quality design and to make a positive contribution to place making, including landscaping.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity due to issues such as flooding, land instability or contamination.

Policy NSA9(2) – allocates land east of Trenant for the development of up to 100 houses.

Policy NSA10 – requires that housing in the northern strategy area should be developed at a density not less than 30 dwellings per hectare unless there are other mitigating circumstances.

Policy NSA11 – requires the provision of 10% affordable housing on sites of 10 or more units in the northern strategy area.

National Guidance

In the determination of planning applications regard should also be given to the requirements of National Planning Policy which are not duplicated in the Local Development Plan, particularly where National Planning Policy provides a more up to date and comprehensive policy on certain topics.

Planning Policy Wales

Chapter 2 (Development Plans),
Chapter 3 (Making and Enforcing Planning Decisions),
Chapter 4 (Planning for Sustainability),
Chapter 7 (Economic Development),
Chapter 8 (Transport),
Chapter 9 (Housing),
Chapter 12 (Infrastructure and Services),
Chapter 13 (Minimising and Managing Environmental Risks and Pollution),

set out the Welsh Government's policy on planning issues relevant to the determination of the application.

Other relevant policy guidance consulted:

PPW Technical Advice Note 2: Planning and Affordable Housing;
PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 12: Design;

PPW Technical Advice Note 15: Development and Flood Risk;
PPW Technical Advice Note 18: Transport;
PPW Technical Advice Note 23 Economic Development
Manual for Streets

REASONS FOR REACHING THE RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

Main Issues:

In considering the determination of the current planning application the key issues that need to be addressed are the acceptability or otherwise of the principle of development in planning policy terms, The impact of the proposed development on the character and appearance of the area, the impact of the proposed development on local amenity and privacy and the impact of the proposed development on highway safety.

Principle of the proposed development

As an application for outline planning permission the proposal is in general accordance with Local Development Plan Policy NSA9.2 and accords with strategy that aims to halt the process of depopulation and decline in the Northern Strategy Area. Though the current proposal would only deliver a housing density slightly below 28 dwellings per hectare which is less than the 30 dwellings required by policy NSA10, in this instance the reduction is justified on the basis that the embankment between the two plateaux is steep and undevelopable and because the site will need to be carefully developed in a manner that respects the amenity and privacy of the established housing at Trenant. Issues around affordable housing provision will be secured via a Section 106 agreement and can be delivered to satisfy the requirements of policy NSA 11. As the site is reasonably well served by public transport with good access to services and amenities the development of the site for housing would be sustainable and would satisfy the requirements of Local Development Plan Policies AW2 and CS1 in that regard.

Impact on the character and appearance of the area

The developable area of the site comprises two vacant and relatively flat areas of land with the upper level being tipped as recently as the 1990's. Since that time the site has remained vacant and it displays some evidence of being misused as well as

underused (littering use by scrambling bikes etc.). Though the registered public footpaths skirt the site, there are also clear desire lines that walkers and others use particularly around the upper plateau area.

The immediate area is characterised by a variety of dwelling types of varying age, comprising both houses and bungalows with the most recent being the houses currently under construction on the former petrol filling station site opposite the application site itself. There is great variety in appearance in housing stock in the locality with the largest consistent visual appearance and design being provided by the mid 20th century houses in Trenant.

It is within this wider urban mix that the site would be developed as a discreet development set within a broader urban context. Whilst development would undoubtedly alter the character and appearance of the area the impacts would be positive with the currently underused site being replaced with new housing. As this is an outline application with all matters other than the means of access reserved for future consideration, it is difficult to address this issue in anything other than the broadest of terms however, the indicative layout is sufficient to indicate that a layout with a reasonable impact on the character and appearance of the area could be achieved, particularly as the declared intent outlined in the design and access statement is to construct conventionally built two and two and a half storey semi detached and detached dwellings. In this respect the proposal is considered to be compliant with the requirements of policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Impact on residential amenity and privacy

Given that this is an outline planning application with all matters other than access reserved for future consideration it is difficult to fully assess what the impact on residential amenity and privacy of existing properties would be. This is clearly an issue that is of concern to established residents as Members will note from the comments above. However, the illustrative masterplan that accompanies the application clearly demonstrates how the site may be brought forward in an acceptable manner with the most sensitive relationship being that of the site with the established housing at Trenant which sits at a much lower level. The solution offered is in the layout which maximises the amount of gable end walls facing the Trenant site rather than the front or rear of new houses facing. Additionally, the steep embankment between the site and Trenant is broad and wooded, and Members should also note the comments from the Countryside Section above which if implemented, in the long term will further strengthen this feature. In light of this the proposal is considered to comply with the requirements of Local Development Plan Policies AW5 and AW6 in respect of this issue.

Access and highway safety

The application is accompanied by a Transport Assessment which considers the highway implication of allowing the proposed development in detail and this has been the subject of consideration by the Council's Highways Development Control Section. Issues that have been the subject of careful consideration include the following –

- Base traffic flows
- Trip generation
- Traffic growth
- Committed development sites
- Trip distribution
- Impact of development traffic
- Highway safety
- Access and circulation
- Parking provision
- Safer route in communities/learner travel
- Active travel
- Pedestrian connectivity
- Cycle routes, bus and rail connectivity.

Officers also note the intension to provide a residential travel plan at the submission of reserved matters should the current application prove successful

Having regard to the issues listed above and notwithstanding the highway concerns raised by local residents, highway officers have concluded that subject to conditions the current proposals are acceptable.

Other Issues:

The following other points have been taken into account in considering the application, inasmuch as any of them might have any relevance to the determination of the application, they are though not the key determining factors in reaching the recommendation.

Members will notice that there is a difference between the social housing offer made by the applicants in this case and the requirements of the housing strategy division. It is the latter which will be pursued through the associated Section 106 agreement if Members are minded to support a recommendation of approval of this application as that represents the more appropriate response to social housing need in the locality.

Though concern has been expressed relating to the sewerage system, members are advised that neither Dwr Cymru/Welsh Water or the Council's own drainage engineers have raised any objection to the proposals.

Notwithstanding that the submitted layout is only illustrative, should detailed proposals for the site come forward, due regard would have to be taken of the position and line of any public rights of way and should their route require alteration then appropriate procedures are available to facilitate that.

The site has a planning history of refusals for residential development the last one being in 2006. There is no history of the residential development of the site being dismissed at appeal in 1990 as suggested by objectors. The appeal referenced relates to Rosewood Bungalow which is located on the southern side of Hirwaun

Road approximately 100m south east of the application site. Since 2011 the site has been included in the Local Development Plan as a housing site.

With regard to education provision there is clearly some merit in the point raised by objectors however, Members should also note the comments of the Education Department above as it is clear that this issue can be resolved through the Section 106 process. No evidence is offered to support the claims made in respect of healthcare provision or that there is any demonstrable need for further provision.

The comment that Hirwaun does not have a bank, butcher or greengrocer is a statement of fact, but the provision of additional housing and would not affect this and in all likelihood would make the return of such outlets to the village more likely as it would increase the population of the area which would in turn increase the critical mass necessary to make such businesses viable. Members should also note that plans have been approved for the construction of a new cooperative store on the site of the former nursery school in Hirwaun which is currently under construction.

Issues relating to noise and dust associated with development are better managed under other legislation and can form no basis for the refusal of a planning application.

Community Infrastructure Levy (CIL) Liability

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014.

The application is for development of a kind that is CIL liable under the CIL Regulations 2010 (as amended).

As planning permission first permits development on the day of the final approval of the last of the reserved matters CIL is not payable at outline stage, but will be calculated for any reserved matters or full applications

Section 106 Contributions / Planning Obligations

Section 106 of the Town and Country Planning Act (as amended) enables local planning authorities and developers to agree to planning obligations to require operations or activities to be carried out on land (in-kind obligations) or require payments to be made (financial contributions), to mitigate any unacceptable impacts of development proposals.

The Community Infrastructure Levy (CIL) Regulations 2010, with effect from 6 April 2010, state that a planning obligation (under S.106) may only legally constitute a reason for granting planning permission if it is:

1. necessary to make the development acceptable in planning terms;
2. directly related to the development; and,

3. fairly and reasonably related in scale and kind to the development.

Planning Policy Wales (Chapter 3) advises that contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable. Further guidance regarding what types of obligations developers may be expected to contribute towards is also contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is intended to form the basis of negotiations between all parties.

The Section 106 requirements in this case

In this instance there are three clear areas where a Section 106 contribution will be required. As this is an outline application which would allow for some variance in respect of the finer detailing of the proposals, no monetary figures have been attached. The required contributions are –

- The provision of affordable housing in accordance with the requirements of Housing Strategy.
- A financial contribution to offset the impact of the proposed development on education provision in the locality.
- The provision of a long term tree monitoring and management plan for the site.

Conclusion

This is a major application and as such it raises a number of legitimate planning considerations and the concern of residents over the residential development of the site is entirely understandable. However the application is considered to comply with the relevant policies of the Local Development Plan in respect of the requirement to deliver housing on this allocated site with particular reference to policies CS1, AW1 and NSA9(2). The proposed development is therefore demonstrably acceptable in principle with regard to these policies.. Additionally, the development of the site would also make a modest but welcome contribution to the improvement of the housing land supply within the County Borough. Furthermore the information that supports the application demonstrates that as an outline planning application and subject to conditions, the proposed development is acceptable in terms of all other material planning considerations, such as sustainability, impacts on the character and appearance of the area, impacts on residential amenity and privacy, and impacts on the highway network, and as such support for the proposals is recommended.

RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:

1. (a) Approval of the details of the layout, scale and appearance of the building(s), and the landscaping of the site (hereinafter referred to as "the reserved matters") shall be obtained from the Local Planning Authority in

writing before any development is commenced.

(b) Plans and particulars of the reserved matters referred to in (a) above relating to the layout, scale and appearance of any building to be erected, and the landscaping of the site shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

(c) Applications for the approval of reserved matters shall be made before the expiration of three years from the date of this permission.

(d) The development hereby permitted shall be begun before whichever is the latter of either (i) the expiration of 5 years from the date of this permission or (ii) the expiration of 2 years of the final approval of the reserved matters or in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: To comply with Sections 92 and 93 of the Town and Country Planning Act 1990.

2. The consent hereby granted relates to the following plans -

- Site location plan scale 1:2500
- Tree constraints plan drawing no:SAC.17.016
- Topographic survey drawing no: 20004/001/DPC/DLO

Reason: For the avoidance of doubt as to the approved plans.

3. Prior to the commencement of development, a detailed site investigations report shall be submitted to and approved in writing by the Local Planning Authority. The report should be sufficiently detailed to establish if any ground precautions are necessary in relation to the proposed development and the precautions that should be adopted in the design and construction of the proposed development in order to minimise any damage which might arise as a result of ground condition. The development, hereby permitted, shall be carried out in accordance with the approved site investigations report.

Reason: The site may be unstable and as such a stability report is required in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

4. The details of landscaping shall include indications of all existing trees and hedgerows on the land and details of any to be retained together with measures for their protection during the course of development.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 & AW6 of the Rhondda Cynon Taf Local Development Plan.

5. All planting, seeding or turfing in the approved details of landscaping shall

be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

6. Before any work is commenced on site, including site works of any description, each of the trees to be retained shall be securely fenced off by a chestnut paling or similar fence erected in a circle round each tree to coincide with the extremity of the canopy of the tree. Within the areas so fenced off the existing ground level shall be neither raised nor lowered, and no materials or temporary buildings or surplus soil of any kind shall be placed or stored thereon during the period of construction works. If any trenches for services are required in the fenced-off areas during construction works they shall be excavated and back-filled by hand and any tree roots encountered with a diameter of 5cms or more shall be left unsevered.

Reason: To protect the existing trees on the site during the course of building work in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

7. Before any works start on site, existing and proposed levels (including relevant sections) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reasons: To protect residential and visual amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

8. Building operations shall not be commenced until samples of the external finishes proposed to be used have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) so approved.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

9. Construction works on the development shall not take place other than during the following times:

- i) Monday to Friday 0800 to 1800 hours;
- ii) Saturday 0800 to 1300 hours;
- iii) Not at any time on Sundays, Bank or Public holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the noise emitted from this development is not a source of nuisance to occupants of nearby residential properties in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

10. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate disposal of foul and surface water drainage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

11. No dwelling shall be occupied until the drainage works have been completed in accordance with the approved plans.

Reason: To ensure adequate disposal of foul and surface water drainage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

12. Other than for works of site clearance and preparation, no works whatsoever shall commence on site until full engineering design and details of the junction access from the A4059 (Hirwaun Road) including junction geometry, road width, uncontrolled pedestrian crossing points with flush kerbs and tactile paving, removal and reinstatement of access to Pentwyn Isaf Farm, service protection or diversion, street lighting, surface water drainage, highway structures including longitudinal and cross sections and construction details, together with a road safety audit, have been submitted to and approved in writing by the Local Planning Authority. The highway works shall be fully implemented prior to the beneficial occupation of the first dwelling.

Reason: To ensure the adequacy of the development in the interests of highway safety and free flow of traffic.

13. The vehicular access to the site shall be laid out, constructed and thereafter maintained with 2.4m x 120m vision splays to the left and 2.4m x 90m vision splays to the right unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that adequate visibility is provided in the interests of highway safety.

14. Other than for works of site clearance and preparation, no works shall commence on site until full engineering design and details of the internal road layout including details of; horizontal and vertical alignment, street lighting, highway drainage, traffic management/junction plateaux/raised carriageway, turning facilities, pedestrian/cycle link to NCN route 46, access to Pentwyn Isaf Farm, and any highway structures and associated works have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in accordance with the approved details.

Reason: In the interests of highway and pedestrian safety, free flow of traffic and to encourage sustainable modes of travel.

15. Other than for works of site clearance and preparation, no works shall commence on site until a geotechnical report incorporating any mitigation measures required to deal with ground conditions have been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out in accordance with the approved details in accordance with a programme of implementation to be agreed in writing with the Local Planning Authority.

Reason: In the interests of the safety of all highway users.

16. No HGV movements shall take place to and from the site between the hours of 07:00 – 08:30 and 16:30 – 17:30 weekdays during the course of site preparation and construction works unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safety and the free flow of traffic.

17. No development shall take place until a construction method statement has been submitted to and approved in writing by the Local Planning Authority to provide for -

- a) the means of access into the site for all construction traffic.
- b) the parking of vehicles of site operatives and visitors.
- c) the management of vehicular and pedestrian traffic.
- d) loading and unloading of plant and materials.
- e) storage of plant and materials used in constructing the development.
- f) wheel cleansing facilities.
- g) the sheeting of lorries leaving the site.

The approved construction method statement shall be adhered to throughout the development process unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of safety and the free flow of traffic.

18. The developer shall provide the occupier of each dwelling with a travel plan/welcome pack which should contain the following -

- a) details of bus/train service providers, their contact details, frequency of services, timetable, bus stops/railway stations, current ticket costs and details of financial incentives to encourage the use of public transport.
- b) park and ride/park and share facilities and associated costs and restrictions on the use of such facilities.
- c) pedestrian links to public transport services, to local facilities, areas of employment, education and leisure.
- d) local and national cycle route; and
- e) any other measures that would encourage the use of sustainable modes of travel.

Reason: To ensure a reduction in road traffic and promotion of sustainable modes of travel in accordance with relevant local and national planning policies.

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