



PLANNING & DEVELOPMENT COMMITTEE

27 JUNE 2019

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/0791/10 - TO ENABLE THE TEMPORARY ACCESS TO AND FROM THE PORTH RELIEF ROAD (REF 17/1118/10) TO BECOME A PERMANENT LEFT IN / LEFT OUT ONLY ACCESS. MORRISONS SUPERSTORE, PONTYPRIDD ROAD, PORTH

1. PURPOSE OF THE REPORT

Members are asked to determine the above planning application.

2. RECOMMENDATION

That Members consider the proposals and my report thereon and determine the application having regard to the advice given.

3. BACKGROUND

This application was originally reported to the Development Control Committee on 8th November 2018 with a recommendation of refusal. A copy of that report is attached at **APPENDIX A**. At that meeting, Members resolved to defer the determination of the application to a future meeting of the Planning & Development Committee to allow the Service Director, Planning and the Agent to explore the feasibility of a south bound, left turn entrance in only arrangement.

Plans have been submitted detailing a left turn entrance in only arrangement. This would beneficially provide easier access from the Porth Relief Road directly to the supermarket's car park.

The Council's Transportation Section have considered the proposal and they detail in section 4.4.1 and 4.4.2 of their comments that there is a general presumption against the creation of new accesses and that it would have a detrimental impact in on the free flow of traffic, journey time and highway safety. These are the reasons that were recommended for refusing the original 'in and out' access (See **APPENDIX A**). However, in section 4.4.6 the Transportation Section

states that the submitted Road Safety Audit indicates that the anticipated problems can be mitigated and therefore reluctantly, the proposal is considered to be acceptable subject to detail design and further road safety audits. Their full comments on the 'in only' access can be seen in **APPENDIX B**.

If Members are minded to approve the application; it is recommended that the development description should be changed to "To enable the temporary access to and from the Porth Relief Road (Ref 17/1118/10) to become a permanent left in only access" and the following conditions below are suggested:

CONDITIONS

1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

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

2 The development hereby approved shall be carried out in accordance with the approved plan(s) no(s)

17/350/LOC/005 Site Location Plan received 2nd August 2018

17-350-SKH-005 Rev C Proposed General Arrangement received on 2nd May 2019

17-350-SKH-006 Rev A Existing Access Site Clearance received on 27th February 2019

17-350-SKH-007 Rev B Construction details received on 2nd May 2019

17-350-SKH-008 Traffic Circulatory Plan received on 27th February 2019

and documents received by the Local Planning Authority on 13th July 2018 and 2nd May 2019, unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

3 Notwithstanding the submitted plans, development shall not commence until full engineering design and details of the reinstatement of the former temporary access and creation of "Left in" only access have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to beneficial use.

Reason: To ensure the adequacy of the proposed development, in the interests of highway safety and free flow of traffic on A4058 in accordance with Policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

4 No works shall commence until measures to enforce one-way operation of the access by means of signage, road markings and physical measures such as traffic plates within the car park have been submitted and approved in writing by the Local Planning Authority. The measures shall be implemented prior to the access being brought into use and thereafter maintained to ensure effective operation of the “Left in” access only.

Reason: To ensure the operation of the access as a one-way entry for southbound traffic, in the interests of highway safety and free flow of traffic on A4058 in accordance with Policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

5 Prior to the commencement of any works, a programme of works and details of Construction Traffic Management Plan (CTMP) shall be submitted and approved in writing by the Local Planning Authority. The works shall thereafter be implemented in accordance with approved programme and CTMP.

Reason: in the interests of highway and pedestrian safety and free flow of traffic in accordance with Policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

INFORMATIVE NOTES

1 If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Welsh Ministers under section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice for Householder or Minor Commercial Developments or within 6 months of the date of this notice for all other appeals.

Appeals must be made using a form which you can get from the Welsh Ministers, Planning Inspectorate at Crown Buildings, Cathays Park, Cardiff CF10 3NQ, or online at www.planningportal.gov.uk/pcs.

The Welsh Ministers can allow a longer period for giving notice of an appeal, but are not normally prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Welsh Ministers need not consider an appeal if it seems to them that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Welsh Ministers do not refuse to consider appeals solely because the local planning authority based their decision on a direction given by them.

2 The Highway Authority will require the Developer to enter into legally binding agreements (S111 of the Local Government Act 1972 and Section S278 of Highways Act 1980) to secure the proper design and implementation of the proposed works to the existing highway and the internal roads, footways and highway drainage including an appropriate bond.

3 The proposed development is crossed by a trunk/distribution watermain, the approximate position being shown on the attached plan. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access our apparatus at all times. I enclose our Conditions for Development near Watermain(s). It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site.

4 I wish to inform you that the proposed development may also require a consent under the Building Regulations 2000. Therefore, would you please contact the Building Control Section on (01443) 494746 to discuss the matter further.

5 All bats and their roosts are protected against disturbance under UK and European legislation. If works are planned on a building/tree in which bats are found to be roosting, Natural Resources Wales (NRW) must be contacted. They must be given reasonable time to advise as to whether the works should be carried out and, if so, the method to be used.

If work has already commenced and bats are found, or if any evidence that bats are using the site as a roost is found, work should cease and NRW should be contacted immediately.

PLANNING & DEVELOPMENT COMMITTEE
8 NOVEMBER 2018
REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/0791/10

(GW)

APPLICANT: **Wm Morrison Supermarkets Plc.**

DEVELOPMENT: To enable the temporary access to and from the Porth Relief Road (Ref 17/1118/10) to become a permanent left in / left out only access.

LOCATION: **MORRISONS SUPERSTORE, PONTYPRIDD ROAD, PORTH, CF39 9BA**

DATE REGISTERED: **06/08/2018**

ELECTORAL DIVISION: Cymmer

RECOMMENDATION: REFUSE

REASONS:

The access is unsuitable for permanent retention as it would undermine the efficiency of the strategic highway network and would create hazards to the detriment of safety of all highway users and the free flow of traffic.

REASON APPLICATION REPORTED TO COMMITTEE

A request has been received from Councillor Caple for the matter to come to Committee for consideration of the proposal.

APPLICATION DETAILS

Full planning permission was previously granted for the creation of a new temporary access road between Morrison's superstore car park and the Porth relief road (17/1118). At the time the access was required because the existing access on Pontypridd Road was closed to facilitate Dŵr Cymru/Welsh Water works in the vicinity and Rhondda Cynon Taf Highways works to a retaining wall.

The permission required that following the completion of the works, the existing access would be reinstated and the temporary access closed and the land and car park returned to its previous state. At the time of writing this report, the works have been completed and the temporary access has been

closed, albeit not to a final engineered finish (pending the results of this application) and the original access on Pontypridd Road is open.

This application is to retain the Porth Relief Road access for permanent use, in addition to the existing access to and from Pontypridd Road would also be retained.

The application is supported by:

- A Transport Statement

SITE APPRAISAL

The application site is the Morrison's superstore in Porth and the existing temporary access to and from the adjacent Porth relief road. There is a level difference between the car park and road. When it was open, south bound traffic could only travel left in to the store car park and left out on to the Porth relief road.

PLANNING HISTORY (Relevant to application)

17/1118	Morrisons Superstore, Pontypridd Road, Porth	Construction of temporary access road and road junction to the west of the existing car park (Morrison's) to link to the A4233/A4058, including alterations to car park and existing footpath. The closure of existing car park access and Pontypridd Road, B4278 to enable renewal works to Dwr Cymru / Welsh Water main.	Granted 23/01/18
09/0568	Co-operative retail services Ltd., Cymmer Yard, Porth	Erection of 8no. trolley bays on existing supermarket car park and erection of protection barrier.	Granted 25/11/09
97/6264	CRS Pioneer, Pontypridd Rd, Porth	Proposed extensions	Granted 10/07/97
88/0513	CRS Superstore, Pontypridd Rd, Porth	Extension of car park to provide staff parking facilities	Granted 20/09/88
87/0659	Former Rhondda Industrial Estate, Porth	Erection of superstore including restaurant, warehouse, preparation area and offices with car parking	Granted 14/07/86
85/0672	“ “	Erection of superstore including restaurant, warehouse, preparation area and offices with car parking.	Granted 14/07/86

PUBLICITY

The application has been advertised via the erection of site notices and by direct neighbour notification. No letters of correspondence have been received at the time of writing this report.

CONSULTATION

Dwr Cymru/Welsh Water – no objection subject to a condition, with regard a watermain crossing the site, if further works are required.

Flood Risk Management – no objection.

Public Health and Protection – no objection subject to conditions on the hours of operation during construction, noise, dust and waste.

Transportation Section – Highway objections are raised for the following reasons:-

- (i) There is a general presumption on traffic grounds against additional accesses to “Principal” inter-urban roads, which would undermine the efficiency of the strategic highway network and create hazards to the detriment of the safety and free flow of traffic.
- (ii) The formation of a sub-standard access and circulation would create hazards to the detriment of safety of all highway users and free flow of traffic.
- (iii) The site benefits from an existing safe and satisfactory access off Pontypridd Road.

Wales & West Utilities – our pipes are in the area and maybe at risk during construction works. These must not be built over or enclosed. General guidance is provided for the applicant.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The site lies in the northern strategy area and within the defined settlement boundary as defined by the Rhondda Cynon Taf Local Development Plan and is unallocated. The site includes the Coal Authority’s Development High Risk Area, C2 Flood Zone, Historic Landscape area, a Retail Zone and a Site of Important Nature Conservation.

Policy CS1 - sets out criteria for achieving strong sustainable communities

Policy AW2 - development proposals will only be supported in sustainable locations, including sites within the defined settlement boundary, which would not unacceptably conflict with surrounding uses, have good accessibility by a range of sustainable transport options, have good access to key services and facilities and support the roles and functions of the Principal Towns.

Policy AW5 - sets out criteria for new development and requires the scale, form and design of new development to have an acceptable effect on the

character and appearance of the site and surrounding area and existing features of the built environment to be retained. Development must have no significant impact on the amenities of neighbouring properties, be compatible with other uses in the locality and to design out the opportunity for crime and anti social behaviour. Development must be sustainable, have safe access and provide car parking in accordance with the Council's Supplementary Planning Guidance (SPG).

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

Policy AW8 - sets out criteria for the protection and enhancement of the natural environment.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity.

Policy NSA18 – Identifies Porth as a Key Settlement.

Policy NSA19 – provides criteria for retail development in the principal town and key settlements...uses that will add vitality and viability to the retail centre by attracting footfall that benefits the daytime and evening economy will be permitted.

Supplementary Planning Guidance

Access Circulation and Parking
Design and Placemaking
Nature Conservation

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 5 (Conserving and Improving Natural Heritage and the Coast), Chapter 7 (Economic Development), Chapter 8 (Transport), Chapter 9 (Housing) and Chapter 13 (Minimising and Managing Environmental Risks and Pollution) sets 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 4: Retailing and Commercial Development;

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; and
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.

Principle of the proposed development

The site is inside the settlement boundary identified in the Rhondda Cynon Taf Local Development Plan (LDP). Planning permission has been previously granted for a temporary access to Morrison's car park (17/1118); as the existing access was required to be closed while essential works to the nearby water pipes and retaining walls along the river are carried out. Whether the access is acceptable for permanent retention would be subject to the following material planning considerations, which are discussed below:

Access and highway safety

It is noted the access provides an additional and easier access to the car park for shoppers in vehicles using the Porth Relief Road. The applicant's Transport Statement supports the retention of the access permanently and identifies the following:

- (i) The temporary access junction is operating within capacity and will operate with even more spare capacity when traffic is split between two junctions.
- (ii) From speed surveys taken before and after the implementation of the temporary access has resulted in a traffic calming effect. The average speed from the survey before was 36mph and after it was 29.2mph.
- (iii) A review of the available personal injury accident data (prior to the construction of the temporary access) shows that there are no historic accident trends which would give rise to concern over the safety of the junction with the A4058 and A4233.

The Council's Transportation Section however objects to the application for the following reasons:

- (i) There is a general presumption on traffic grounds against additional accesses to "Principal" inter-urban roads, which would undermine the efficiency of the strategic highway network and create hazards to the detriment of the safety and free flow of traffic.
- (ii) The formation of a sub-standard access and circulation would create hazards to the detriment of safety of all highway users and free flow of traffic.

(iii) The site benefits from an existing safe and satisfactory access off Pontypridd Road.

In summing up, the retention of the access could be beneficial for ease of access to the store for vehicles on the Porth relief road. It is also noted the applicant states the temporary access has had a traffic calming affect due to a reduction in speed. However, it should be noted that this has not been tested when both accesses are open. An objection has however been raised by the Council's Transportation Section and the application should be refused due to the detriment to highway safety and the free flow of traffic. However, the reason that the site already contains a safe and satisfactory access is not considered to be a reason that would warrant a refusal.

Other material considerations

There would be no objection in relation to all other material planning considerations.

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

The application is considered not to comply with the relevant policies of the Local Development Plan in respect of the impact on highway safety (Policy AW5).

RECOMMENDATION: REFUSE DUE TO THE FOLLOWING:

1. The retention of the temporary access is unacceptable for the following reasons:
 - (i) The addition of the access onto the principal inter urban road would undermine the efficiency of the strategic highway network and create hazards to the detriment of safety and the free flow of traffic.
 - (ii) The formation of a sub-standard access and circulation would create hazards to the detriment of safety of all highway users and free flow of traffic.

As such, the development would be contrary to Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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APPENDIX B

To/At :	FAO : Guy Watkins Planning – Sardis House 2 nd Floor	My Ref/Fy Nghyf :	18/0791//B/AR S2/EST/130
		Tel. Ext/Est. Ffôn :	4885 A Rees
From/Odd Wrth :	Highways Development Control Sardis House 5 th Floor	Your Ref/Eich Cyf :	18/0791/10
		Date/Dyddiad :	10 th June 2019

OBSERVATIONS OF THE HIGHWAYS AND TRANSPORTATION SECTION IN RESPECT OF DEVELOPMENT AFFECTING PRESENT OR PROPOSED HIGHWAYS

1. APPLICANT

Wm Morrison Supermarkets Plc, Morrisons Superstore, Pontypridd Road, Porth CF39 9BA, Mr Martin Crabtree (Agent) , Bryan G Hall Limited, Suites 11E and 15E Josephs Well, Hanover Walk, Leeds, LS3 1AB.

2. DESCRIPTION AND LOCATION OF PROPOSED DEVELOPMENT

To enable the temporary access to and from the Porth Relief Road (Ref 17/1118/10) to become a permanent left in / left out only access.

MORRISONS SUPERSTORE, PONTYPRIDD ROAD, PORTH, CF39 9BA

3. APPLICATION HISTORY AND DETAILS

Morrisons superstore has satisfactory access, circulation and parking off Pontypridd Road, Porth, however Pontypridd Road had to be temporarily closed to facilitate replacement of watermains by Dŵr Cymru-welsh Water and strengthening of the retaining wall supporting Pontypridd Road. As such and with great reluctance consideration was given to a temporary access with mitigation measures for the duration of the road closure.

Subsequently planning permission was granted (Application 17/1118) for the temporary access to the Morrisons supermarket with associated traffic management to provide a left in and left out access whilst Pontypridd Road, which forms the primary means of access, was closed to accommodate Dŵr Cymru –Welsh Water works to refurbish and replace place watermains and to allow the Council to undertake strengthening works to the retaining wall along part of Pontypridd Road.

Application 18/0791/10 sought to retain the temporary left-in and left out access as permanent access from the A4058 in addition to the primary means of access from Pontypridd Road.

Highway Objections were returned on 23rd August 2018 recommending refusal for the following reasons: -

- 1) There is a general presumption on traffic grounds against additional accesses to "Principal" inter-urban roads, which would undermine the efficiency of the strategic highway network and create hazards to the detriment of the safety and free flow of traffic.
- 2) The formation of a sub-standard access and circulation would create hazards to the detriment of safety of all highway users and free flow of traffic.
- 3) The site benefits from an existing safe and satisfactory access from the local highway network via Pontypridd Road.

The application was considered at Committee on 8/10/18 and a decision was deferred to allow consideration of alternative proposals.

Subsequently amended plans drawing numbers 17/350/SKH/005 Rev B, 17/350/SKH/006 Rev A, 17/350/SKH/007 Rev A and 17/350/SKH/008 were received on 26/11/18 detailing amended proposals to provide a single southbound entry lane into the carpark with signage and physical measures to prevent egress from the carpark onto the A4058 Porth Relief Road. A Stage 1 Road Safety Audit was undertaken on 4th April 2019.

In response to concerns raised by the Road Safety Audit a Designer's Response and amended drawings nos. 17/350/SKH/005 Rev C and 17/350/SKH/007 Rev B were submitted for consideration.

The amended proposals address concerns highlighted by the Road Safety Audit by further narrowing the lane widths to 3m, which would not be sufficient to allow vehicles to overtake cyclists resulting in queues of traffic and /or conflict between cyclists and motor vehicles and widening of the central island to provide additional protection to the bollards. Additional signage is proposed within land under the applicants control but visible from the highway to restrict vehicles to a maximum of 3.5 tonnes.

4. HIGHWAY ASSESSMENT

4.1 Application Description

- 4.1.1 The description of the proposal should be amended to reflect the amended proposal to remove the temporary access and provide a permanent left turn access for southbound traffic only.

4.2 Site Location

- 4.2.1 The proposed Morrison's supermarket is located close to Porth Town Centre with access from the B4278 Pontypridd Road. The proposed Morrison's supermarket is located close to Porth Town Centre with access from the B4278 Pontypridd Road.
- 4.2.2 To facilitate the temporary closure of the B4278 Pontypridd Road between the junction with Hannah Street and Station Street, whilst water main refurbishment works are undertaken and whilst RCTCBC carried out repairs to retaining walls along Pontypridd Road, traffic management and temporary left-in/left-out access was provided from the A4058 to maintain access to Morrison's Superstore.

4.3 Temporary Access

- 4.3.1 The Council has a general presumption against the creation of new accesses from the strategic highway network. This position is supported by regional policy HIP 2 in the Regional Transport Plan 2008 which states that '*SEWTA supports control of accesses to the regional road network in the interests of highway safety and capacity*'.
- 4.3.2 The A4058 is a strategic regional route and permission for the temporary access allowed as there was no reasonable alternative diversionary route to facilitate closure of Pontypridd Road, between Hannah Street and Station Street, whilst maintain access to the Morrison's supermarket for customers and delivery vehicles and therefore the adverse impact of the emergency access in terms of a detrimental impact on the free flow of traffic, journey times, public transport, emergency services and highway safety were accepted for a limited period only and subject to a legal agreement to secure provision and maintenance of mitigation measures and removal of the temporary access and reinstatement of the A4058 upon the reopening of Pontypridd Road.
- 4.3.3 During the operation of the temporary access the following mitigation measures were provided:-
- Traffic Management to warn of the temporary access and measures to enforce left-in and left-out operation, consisting of bollards located along the centreline of the A4058 between the signalised junction of the A4058 with the A4222 and the signalised junction to Porth Town Centre.
 - Provision of 24-hour free vehicle recovery to reduce impact of vehicle breakdowns within the traffic management on the free flow of traffic.
- 4.3.4 During the operation of the temporary access, vehicle speeds have been constrained by the traffic management provided to accommodate the temporary access with the effect of the bollards provided to prevent right turn manoeuvres effectively narrowing the carriageway and

congestion and diversionary routes required to accommodate Dŵr Cymru-Welsh Water and Council works.

4.4 Amended Proposal for Retention of Access Only

- 4.4.1 The Council has a general presumption against the creation of new accesses from the strategic highway network. This position is supported by regional policy HIP 2 in the Regional Transport Plan 2008 which states that '*SEWTA supports control of accesses to the regional road network in the interests of highway safety and capacity*'.
- 4.4.2 The retention of an access, albeit a left-in entry only, from the A4058, which is a strategic inter-urban principal road, would have a detrimental impact in terms of free flow of traffic, journey times and highway safety.
- 4.4.3 The Morrison's Supermarket benefits from an existing safe and satisfactory permanent access from the local highway network at Pontypridd Road, which has no detrimental impact on the strategic highway network (A4058).
- 4.4.4 The amended drawings No.17/350/SKH/005 Rev C shows the proposed access from the A4058 configured to provide an access for south bound traffic to turn left into the superstore carpark with traffic leaving the superstore by means of the existing access via Pontypridd Road. Signage and physical measures in the form of traffic plates are shown to allow inward movements only.
- 4.4.5 The amended proposals shown on submitted drawings 17/350/SKH/005 Rev C and 17/350/SKH/007 Rev B, address the concerns highlighted within the Stage 1 / 2 Road Safety Audit, however, the proposals would be contrary to Council and SEWTA Policy and would result in increased journey times, (including emergency response vehicles).
- 4.4.6 The physical island required to prevent right turning manoeuvres into the superstore would introduce a hazard to all road users and the single lane carriageway constrained by the centre island would create problems in the event of vehicle breakdown and the narrow lane widths of 3m would have detrimental impact on the passage of abnormal loads. Furthermore, the island arrangement, would result in a pinch-point arising in a point of conflict between cyclists and other vehicles to the detriment of highway safety. However, the submitted Road Safety Audit indicates that the anticipated problems can be mitigated and therefore reluctantly, the proposal is acceptable subject to detail design and further road safety audits.

5. RECOMMENDATION

Should members be minded to approve the proposal the following conditions are recommended: -

1. Notwithstanding the submitted plans, development shall not commence until full engineering design and details of the reinstatement of the former temporary access and creation of "Left in" only access have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to beneficial use.

REASON: To ensure the adequacy of the proposed development, in the interests of highway safety and free flow of traffic on A4058.

2. No works shall commence until measures to enforce one-way operation of the access by means of signage, road markings and physical measures such as traffic plates within the car park have been submitted and approved in writing by the Local Planning Authority. The measures shall be implemented prior to the access being brought into use and thereafter maintained to ensure effective operation of the "Left in" access only, unless agreed otherwise in writing by the Local Planning Authority.

REASON: To ensure the operation of the access as a one-way entry for southbound traffic, in the interests of highway safety and free flow of traffic on A4058.

3. Prior to the commencement of any works, a programme of works and details of Construction Traffic Management Plan (CTMP) shall be submitted and approved in writing by the Local Planning Authority. The works shall thereafter be implemented in accordance with approved programme and CTMP unless otherwise agreed in writing by the Local Planning Authority.

REASON: in the interests of highway and pedestrian safety and free flow of traffic.

6. NOTES

1. These observations supersede observations returned on 8th January 2019 in light of submission of amended plans and stage 1 /2 Road Safety Audit.
2. The Highway Authority will require the Developer to enter into legally binding agreements (S111 of the Local Government Act 1972 and Section S278 of Highways Act 1980) to secure the proper design and implementation of the proposed works to the existing highway and the internal roads, footways and highway drainage including an appropriate bond.

