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PENTYRCH COMMUNITY COUNCIL



CYNGOR CYMUNED PENTYRCH

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Development Control
Cardiff Council

By Email

April 20 2022

Dear Sirs,

19/02523/MJR OUTLINE PLANNING APPLICATION, WITH ALL MATTERS RESERVED EXCEPT FOR STRATEGIC ACCESS, FOR THE DEVELOPMENT APPROXIMATELY 650 DWELLINGS, INCLUDING OPEN SPACE (INCLUDING PLAY AREAS AND AREAS OF INFORMAL RECREATION), LANDSCAPING, SUSTAINABLE DRAINAGE SYSTEMS, VEHICULAR ACCESSES, IMPROVEMENT WORKS TO THE EXISTING HIGHWAY NETWORK, PEDESTRIAN AND CYCLE ACCESSES AND RELATED INFRASTRUCTURE AND ENGINEERING WORKS LAND SOUTH OF CREIGIAU, CREIGIAU, CF72 8NG.

This is Site E in the existing Local Development Plan. PCC objected in 2019 and objects again on the same grounds and, now, because of the recent social and economic changes reflected in Cardiff's Replacement LDP's housing policy and focus on inner city rejuvenation. PCC does not think more housing is appropriate in this outer suburb and that it is premature to proceed with a development of this scale before the RLDP is adopted. PCC's previous concerns do not appear to have been addressed so we repeat them here with some updated comments:

1. What are the flood mitigation plans for the site?
2. Metro: PCC has made strong representation that the protected route is the old rail line and this must continue to be protected, in particular in light of the recent news from Transport for Wales. The area is poorly served by public transport and the lack of progress on this issue is deeply disappointing. This development should not go ahead until decisions have been made, and action has been taken, to deliver the proposed Metro to serve this area. Without an adequate public transport service and safe, usable/fast cycle routes this current proposal will seriously worsen the existing problems. Traffic congestion and the further isolation of the existing communities will be inevitable.
3. We welcome the attention to public transport and it does appear that some of the existing sideroads off Ffordd Dinefwr were designed to be extended. However, PCC was previously told that traffic movement between the proposed development and existing housing would be for emergency vehicles only. Roads such as Maes yr Onnen or Dol y Felin were not constructed or designed to a standard to carry public transport buses. Bus gates themselves do not guarantee a future service. Existing bus stops and routes along the A4119 and Ffordd Dinefwr are already within the prescribed walking distance from the proposed development.
4. Ash die-back: PCC asks that for every ash tree removed, the developer replaces with two native broadleaved trees, which is also PCC policy.
5. The proposals for Site E show some provision for walking and cycle routes, although they are still without adequate detailing for much meaningful comment. Document Ref: 1687-GA-013C.
6. It should be noted that the adopted Cardiff LDP contains relevant policies relating to the Strategic Sites in NW Cardiff whereby new developments, adjacent to the main strategic routes, public rights of way or other recreational routes will be expected to respect their existence and contribute to their development, or links to them where applicable

7. Specifically in relation to Site E, on and off-site measures are required by the LDP to provide a network of high quality, safe, attractive and convenient cycling (and walking) routes within the site and linking to key local services, facilities and destination, including the new neighbourhood centre from the north, improved pedestrian/cycling links to existing and proposed schools. The proposed footpath connections to the north, to the existing roads of Maes yr Onnen, Llys Dyfodwg and Llys Gwynno, should include provision for cycling to allow easy access to the proposed Primary Cycle Route
8. The Schematic Framework Plan, contained with the LDP, for Sites D & E shows the intention for a Core Cycle Route along the entire length of the Llantrisant Road, together with a further Core Cycle Route along the protected Metro route, also other connecting links, and local walking and cycling links.
9. These cycle routes are of course essential to help change journey habits and to encourage more people to commute and travel by bike, and are needed whether travelling into Cardiff, to the proposed new Transport Interchange at J33, towards Llantrisant or elsewhere within the Vale or the RCT areas.
10. The planning permissions already granted for the development of Sites D and C have included details for the provision of a fully segregated cycle way alongside, but completely separated from, the Llantrisant Road, plus appropriate cyclists crossing facilities at road junctions.
11. The Community Council is concerned that the current plans for Site E do not similarly respect the requirements of the LDP and would ask that the scheme should be amended to provide the vitally important cycle route alongside the Llantrisant Road in accordance with the LDP.
12. The amended plans still do not include this important provision. A direct cycle route is needed to help facilitate safe commuting by bike and to encourage people to reduce the number of journeys by car. Cyclists will not commute along winding, awkward routes – easy, fast, safe routes are required with cyclists given proper priority over motor vehicles at traffic junctions.
13. It would also be reassuring to know whether Cardiff CC, the Vale Council and RCT Borough Council are currently engaged in some joined-up thinking in relation to core cycle routes in this area. The submission mentions that the nearest railway station is at Pontyclun and yet no mention is made of how people are supposed to get to Pontyclun – either by cycling or by public transport.
14. Wales has declared it has a climate emergency. All new homes should be built with solar panels included. In March 2019 Cardiff Council resolved to 'join with other councils across the UK in declaring a global 'climate emergency' in response to the findings of the IPCC report.' Therefore, if new developments are allowed then all new properties must be built to Zero Carbon energy efficient standards, and certainly must be more energy efficient than properties already approved for construction.
15. The proposed layout plan falls a long way short of compliance with the requirements of Manual for Streets, which all Councils in Wales are directed to follow by Welsh Government.
16. The Department for Transport no longer recommends the use of shared highway surfaces.
17. No meaningful highway details have been submitted.
18. No indication is offered as to how the future maintenance of the private streets will be organised or financed.
19. The two signalised junctions proposed for Llantrisant road are too close together to work independently of each other, but no detail of how their operations might be linked together is offered.
20. It is important that the future route of the metro through the site is protected from development.
21. PCC is aware that Cardiff has supported 3-storey buildings at the entrances to developments along the A4119 but thinks it is out of keeping with the local area on Site E.
22. PCC notes that a new commercial building has been included in this application and would like details of its proposed use.

PCC objects to this application for the many reasons given above.

Yours faithfully,

Helena Fox
Clerk to PCC

cc. Cllrs Graham Thomas and Gavin Hill-John