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Date:

Dear Ms Sutcliffe,

#### **14/02157/MJR : NORTH AND SOUTH OF LLANTRISANT ROAD**

We believe that this application should be **refused** because it is premature and unsustainable. It is **premature** because it has been submitted before the Local Development Plan (LDP) and Community Infrastructure Levy (CIL) are adopted. It is **unsustainable** because it provides none of the infrastructure needed to get even close to a 50/50 split between car use and sustainable travel for new and existing residents.

The application form says that there has been consultation with the community regarding the development. This is not true. There has been no consultation with existing residents on this specific application.

This development will add to congested roads, buses, trains, schools and other community facilities that are already full without providing new ones. We are concerned that traffic from this housing area will feed onto Llantrisant Road, the A4119, which is already full of queuing traffic at peak hours. The application implies that there are available state school places in the area but omits to mention that the nearest schools are already full, so that new residents' children could displace and disadvantage our own.

The effect on parking is only considered within the new estates, when the impact is likely to add to serious parking problems elsewhere, including overflow on-street rail passenger parking in Radyr which spreads half a mile from the station car park.

Despite the large volume of documents there is no clear plan for overcoming these problems. With so much under-estimation of the potential impact of all these new houses it is hardly surprising that what is offered in mitigation is so limited, particularly at a time when Cardiff Council services are suffering huge cuts. Both sites are part of Strategic Site C in the LDP, with plans for 5,000 new homes. All three of NW Cardiff's Strategic Sites (with up to 11,650 new homes) will have direct access to the A4119 and only the A4119. To consider this comparatively small application without recognising the wider planning context in the LDP, is irresponsible.

This application should be refused to allow time for a sustainable plan for NW Cardiff to be developed with the Metro, as suggested by Radyr & Morganstown Community Council, the NW Cardiff Group, and Cardiff Civic Society.

Yours sincerely,