



Radyr & Morganstown Community Council Cyngor Cymuned Radur a Threforgan

Amanda Sutcliffe
Development Control
Cardiff Council
By email

Old Church Rooms
Park Road
Radyr
Cardiff CF15 8DF

October 8, 2015

Dear Amanda,

Re: 14/02157/MJR : NORTH AND SOUTH OF LLANTRISANT ROAD

1. This is the response from R&MCC on the further information received on the above application. Our previous response dated November 6 2014 still stands.
2. As statutory consultees in community planning and elected representatives of R&M residents we expect to be part of the discussions on S106 agreements and any future CIL contributions arising from this application, should it be approved. We hope Cardiff follows the example of Rhondda Cynon Taff County Borough Council which has asked its Community Councils to produce their own proposals for CIL123 schedules.
3. In the past, sites have been reserved for community use but have been retained by developers and subsequently developed for housing, leading to a dearth of community facilities in new housing areas in R&M. Sites allocated for a primary school (Radyr Gardens) and for a library (Radyr Sidings) both went back to developers for more housing. A residential care home at Radyr Sidings will not be built and the site seems likely to go the same way. The S106 agreement for the application sites should stipulate that land allocated for community use but not used for that purpose within five years of grant of planning permission should revert to Community Council or other community ownership to ensure community use in perpetuity.
4. There is considerable local concern about the potential for vehicle access from the site directly onto Heol Isaf. We note that the application is not seeking detailed permission for access however we object to the principle of forming access(es) onto Heol Isaf at this stage via the parameter plans. Should such access(es) be granted, we would want Cardiff to attach a condition at this outline application stage either to change or to remove any detail set out in the plans and parameter plans to avoid unacceptable harm. We say that such access(es) to and from a congested, curving road with questionable visibility on the northbound side would not be safe. There is a risk that they could be used as future short-cuts to avoid the intersection of the B4262/A4419 – which we predict, and Cardiff intends, to be heavily congested.
5. We know, from the LDP Hearings, that it is Cardiff Council's intention to create traffic pooling along the A4119 to reduce congestion further into the city. We have objected to that and object to the barrier to traffic, including bus, movements along the A4119 and B4262 which will arise from this proposal.
6. At the average "generation" used by transport planners of 4 trips per day and assuming 50% use a car that will be 1,260 extra vehicles on our congested roads each day. It seems inevitable that more than 50% of all trips made will be by car because the only extra public transport that will be provided is some more buses along the A4119. Most of the extra cars will travel via Radyr or Llandaff.

Telephone
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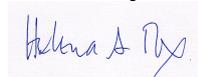
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7. There is extensive local concern about the use of the B4262 by construction traffic. The B4262 runs through R&M and has a current 7.5 tonnes weight restriction on vehicle use except for access. We ask that, should consent be granted, the Construction and Environmental Management Plan must include working arrangement specifications that all site-vehicles above 7.5 tonnes must access the site without using any part of the B4262 and show the alternate routes to be taken. The possible future residential access(es) from new dwellings onto Heol Isaf should not form the precedent for construction traffic access.
8. We welcome the protection of views of The Thatch and lower densities to the west of existing homes on Heol Isaf. However, most of the proposed houses will be up to 3 storeys high on both parcels with houses along the Llantrisant Road reaching 3.5 storeys and an area of 4-storey development. With the rising slope on the land north of the A4119 these properties will dominate the skyline, towering over the existing houses on Heol Isaf. A 3.5 or 4-storey house that included a basement might be acceptable but ridge heights of 15-16m, allowing for groundworks, are completely inappropriate, turning a village community into a high-density urban development.
9. Together with the huge increase in road traffic we predict that this height of buildings will raise air pollution levels, endangering the health of residents and further decreasing the likelihood that people will or should cycle and walk.
10. We note that the site boundary has been expanded for the parcel south of Llantrisant Road, including more land SW of the new junction at A4119/Heol Isaf in order to include bus and cycle lanes.
11. We welcome the addition of two new community centres on the southern parcel and refer you to 3 above.
12. We seek clear assurance that the Hedgerow Regulations 1997 are being adhered to with regard to hedge removal and retention across the site. H12 is clearly a highway boundary hedge that has been in place for decades and includes a wide range of woody and woodland species. What is the justification for its removal?
13. The Hedgerow Impact Plan shows that, for both parcels, 1,499m of hedgerow will be retained, 2115m removed and 2,135m new (including 535m translocated). We can see no justification for removing hedgerows H2, parts of H8, H9 and H11 and H12. The hedgerow screening Radyr Comprehensive School should remain. H3 is shown as being retained in document 14/02157/MJR-Parameter Plans 1596002. It is shown as being removed completely in 14/02157/MJR – ES Addendum Fig 7.2 Hedgerow Impact Plan 1710753. We object to its removal and would like to see it retained in the same way as H6 and H7.
14. We continue to object to the loss of 17.9ha of agricultural grade 3a land. Wales has almost no grade 1 land and very little grade 2 so grade 3a land is some of the best land in the nation. We support the Natural Resources objection to development of this land.
15. Extensive consultation may have taken place with Cardiff Council but there has been no consultation with R&MCC.
16. This application should be refused to allow time for a sustainable plan for NW Cardiff to be developed with the Metro, as suggested previously by us, NW Cardiff Group and Cardiff Civic Society.

Yours truly,



Helena Fox
Clerk and Proper Officer to R&MCC
cc Mark Drakeford, AM; Kevin Brennan, MP