

LISVANE COMMUNITY COUNCIL

Clerk to the Council:
Haydn Davies
7 Cherry Orchard Road
Lisvane
Cardiff
CF14 0UD
Email: clerk.lisvanec@btinternet.com
Tel: 07979 530278

Simon Gilbert
Head of Planning
Cardiff County Council
County Hall
Atlantic Wharf
Cardiff
CF10 4UW

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Dear Mr Gilbert

CARDIFF REPLACEMENT LDP 2021-2036 – DEPOSIT PLAN

Please see comments below from Lisvane Community Council (LCC) relating to the Preferred Strategy Consultation closing on 15 April 2025.

P48 *Securing New Infrastructure. Such infrastructure will be delivered in a timely manner to meet the needs of existing and planned communities.*

There are around 4,000 dwellings in Lisvane and Pontprennau in the process of construction. LCC considers that it is unacceptable that this development is taking place without plans to improve the existing surrounding infrastructure. Current/proposed access roads are not designed for cyclists or high levels of vehicle movement.

The plan identifies the increasing age structure of the Cardiff population (by 2037 the 65-84 group will increase by 42%) and number over 85 will have doubled. There is little in the plan to address the needs for new health, education and social care facilities in the new developments. (Pontprennau, the newest local completed development, still has only one medical centre with 4 GPs and one chemist. The school arrived in 2015, 19 years after Pontprennau was created). From responses from Cardiff Council so far the onus will be on developers to provide the infrastructure and facilities for the new residents and we know only too well from recent experiences how they will make every effort to avoid, delay or minimise their contribution.

(SP5) All necessary infrastructure should be planned and delivered in parallel if not in advance of developments - LCC requests that the SPG guidance ensures this happens and that this enforcement action should take place where needed

(SP6) S106 payments should be agreed and protected to enable necessary infrastructure to be provided.

P66 Delivering Sustainable Transport and Active Travel. To achieve the target of 75% of all journeys to be made by sustainable transport modes by 2030.

P175 In the case of residential development existing/new essential local facilities should be within 400m of walking distance of public transport services.

P172 Financial contributions will be sought towards the cost of new and improved bus services.

P174 Rail stations must be accessible and integrated with sustainable transport modes . . .

Lisvane area has already contributed an excessive area of land via the sites already earmarked and approved with minimal regard for our lack of transport links and infrastructure. The 75% sustainable transport travel target for areas such as Lisvane by 2030 and 15 minute neighbourhoods seems fanciful.

Lisvane has an ageing population and an almost non-existing bus service - walking and cycling is not an option for many people. There may be an intention for the new developments to be served by buses but the timing and routing of bus services is the sole preserve of bus companies. Subsidies can help local bus services become more reliable and efficient but often results in an unacceptable compromise. For many people Lisvane/Thornhill rail station can only be accessed by car and there is insufficient car parking space resulting in neighbouring roads become car parks.

(SP19) There is no part of the plan to provide suitable public transport facilities for North-East Cardiff. Key Diagram Page 37 refers. Whilst there is a plan to improve the Valley Lines this will not be sufficient for new developments in the North East Strategic Site F which are too far removed from this route.

P79 Cardiff Gate Business Park - identified as a housing led regeneration area, this area is likely to contribute significantly to meeting housing development needs.

P94 Land South of St Mellons Business Park identified for a strategic employment site comprising 90,000 square metres designed to attract high quality investment contributing to the wider economy of the wider City Region.

P117 Station Road Llanishen, identified for retail, changes of use, redevelopment, commercial . . .

All three proposals will impact on Lisvane. The massive development 'South of St. Mellons' will need much improved infrastructure to cope with the increase in east/west traffic which is already a problem for Lisvane.

(SP5) The plan proposes a range of types of dwellings to address different needs. Experience of recent developments is that larger more profitable houses are built first with smaller properties and affordable housing being reduced or provided elsewhere.

LCC recommends that the SPGs which are being developed ensure that appropriate housing is provided for the elderly. In the Lisvane area there is a demand for smaller homes suitably designed for the elderly which would enable older people to stay in their communities and release large under-occupied houses for family use. SP1 states that the LDP will contain proposals and mechanisms to justify how deliverability and capacity issues can be addressed. The revision of the relevant SPGs should cover this to ensure that deliveries of housing satisfy all needs.

The commitment to the green wedge North of the M4 is welcome, as is the 50/50% brownfield/greenfield split of housing development, with no need to identify any further greenfield sites within the City.

P183 Provision for open space, outdoor recreation, sport and children's play . . .

Under pressure by planners new residential development's normally incorporate some play areas for children. This is usually based on the minimum standard of 2.43 hectares of functional open space per 1000 population. The larger requirement for football pitches and the provision of all-weather facilities for other sports never seem to materialise.

We would recommend that planned sports facilities are fit for purpose and are delivered on time.

(SP3) Under existing LDP Masterplans district and local centres have been proposed. These should be clearly identified and provided in a timely manner.

194/7 Quiet areas have been designated (Environmental Noise Reg. 2006). There are currently 12 quiet areas within Cardiff, for example Roath Park, Victoria Park, Heath Park . . .with the aim to protect those areas against an increase in noise.

We would request that Cefn Onn Park (which the M4 dissects) would benefit by being on this list

(SP18) With large developments proposed alongside the M4 there is concern about air pollution and noise especially given that traffic on the M4 will increase over the plan period. In addition the Sustainability Appraisal has highlighted that much new housing is far removed from public transport leading to an increase in car use which will impact on air quality.

The developments around Lisvane are still being built with traditional gas boiler heating. It appears it is being left to developers when to introduce heat pumps, solar panels or other energy saving measures. Without legislation or directive given the pressure on building targets and the need to sell at affordable prices this is likely to be an opportunity missed.

...and finally (SP7) we would suggest that Planners and developers should work with local communities to strike the right balance for new developments. Commitments made to communities should be honoured.

Thank you for the opportunity to participate in this consultation and I hope the LCC comments are helpful.

Yours sincerely

Haydn Davies
Clerk to the Council
Lisvane Community Council