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LATE REPRESENTATIONS

Committee PLANNING COMMITTEE

Date and Time of Meeting WEDNESDAY, 26 OCTOBER 2016, 2.30 PM

Please see attached Late Representation Schedule received in respect of applications to be determined at this Planning Committee

Late Reps Schedule 26.10.16 (*Pages 1 - 26*)

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LATE REPRESENTATIONS SCHEDULE
PLANNING COMMITTEE – 26TH OCTOBER 2016

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Sara and Mark Rogowski 3 Penuel Road, Pentyrch
SUMMARY:	<p>I feel compelled to write to you to object to the plans to reopen Creigiau Quarry. As a resident of Pentyrch, I'm very concerned about the impact that the reopening of the site could have on our family life.</p> <p>Notwithstanding the noise pollution from the blasting and the increased traffic, myself and my family frequently use the road towards the quarry, and I would already consider it a dangerous road with heavy traffic struggling to pass regular road traffic, considering its current use, it can sometimes be very difficult to pass oncoming vehicles, and the prospect of large lorries travelling on this road is one that worries me greatly .</p> <p>I very much hope that you will note and act on our concerns.</p>
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Nicola Griffiths
SUMMARY:	<p>I write in connection with the above planning application. I have examined the plans and I know the area well. I wish to object strongly to the reopening of the quarry after so many years.</p> <p>I live in Pentyrch with my husband and two young children. My eldest son attends Creigiau Primary School and my youngest son attends Creigiau Cylch both of which require me to drive along Heol Pant y Gored 6 times a day and on the days I work (Monday to Wednesday) I drop my eldest with a child minder in Creigiau which again requires me to drive through Heol Pant y Gored but at different times. We are weekly users of Creigiau recreation ground for both child based activities (skate park and zip wire) and adult activities such as HIIT class during the day. We also frequently use the road leading from Heol Pant y Gored past Canada Lake to access Cardiff Road, this is only possible when it is open and not closed due to the weak bridge.</p>

I have no doubt you have heard the below objections a number of times however I'd like to add my experiences in relation to each.

1. The passing places proposed by Tarmac do NOT allow for multiple vehicles to use them at the same time and will only help with one-on-one passing situations. ON A FREQUENT BASIS I HAVE HAD TO REVERSE OR MOUNT KERBS TO ALLOW FOR A COACH TO PASS, SURELY BEING AWARE OF SUCH DANGERS ON A ROAD AND NOT BEING ADDRESSED CANNOT BE IN LINE WITH CARDIFF COUNCILS TRANSPORT STRATEGY.
2. The proposal does NOT do anything to mitigate the dangers posed by the junction at the end of Heol Pant y Gored, where slow moving lorries will meet traffic coming down the hill from Pentyrch. I SEE WEEKLY AND MYSELF HAVD BEEN INVOLVED IN NEAR MISSES HERE, AGAIN ALLOWING THE JUNCTION TO REMAIN AS IS CANNOT BE IN LINE WITH CARDIFF COUNCIL TRANSPORT STRATEGY.
3. The proposal does NOT address the section of Heol Pant y Gored leading down to Robin Hill past Canada Lake. This section of road is unfit for HGV lorries and has no pavement. It is an integral part of Creigiau's circular walk, used by dog walkers, joggers, horse-riders & children. I REGULARLY DRIVE PAST WALKERS (WITH CHILDREN), JOGGERS AND HORSE RIDERS WHICH THE ROAD IS ONLY JUST PASSABLE NOW FOR TWO CARS HOW AN ARTIC AND ANOTHER VEHICLE WOULD PASS I'M UNSURE OF. AGAIN THIS IS A CONSIDERABLE H&S RISK.
4. No consideration has been given to creating a safe pedestrian passageway across the quarry entrance. Not only will the quarry still share an entrance with Creigiau recreation ground, used by thousands of people every year; this shared entrance will still be located on a blind bend with NO pavement. To make matters worse, no alternative pavement facilities exist on the other side of the road. Passing places will NOT mitigate the risks posed by this situation. AS A WEEKLY USER OF THE REC THIS IS OF GREAT CONCERN, YET ANOTHER H&S RISK INADEQUATELY ADDRESSED.
5. A 32 tonne lorry is 3m wide excluding wing mirrors. Passing places will make the road 6.3m wide. Assuming each lorry is pushed up against the kerb,

	<p>this would leave 30cm clearance. In reality a lorry will not be driven tight against the kerb, so the passing places won't allow two lorries to pass.</p> <ol style="list-style-type: none"> 6. Creigiau Travel has a large fleet of coaches that use Heol Pant y Gored daily. Given that a coach is 2.55m wide excluding wing mirrors, and a HGV lorry is 3m wide excluding wing mirrors, it is unlikely that a coach would be able to safely pass a HGV lorry in the passing places proposed. 7. Heol Pant y Gored has been the site of fatalities. In 2010, a woman was killed when her car overturned at 16:30 on Heol Pant y Gored. In 2013, a teenager died when their vehicle left the road at 21:00. Although no HGVs were involved, the accidents demonstrate the road's hazardous nature. 8. Passing places will NOT address the harmful effects of NO2 emissions, linked to 23,500 deaths a year nationwide, and proven to be harmful to children, stunting lung development and increasing the risk of respiratory diseases like asthma. Allowing this road to be used by 146 DIESEL lorries a day makes a mockery of the Council's commitment to reducing air pollution in residential areas. 9. The Health and Wellbeing Act (Wales) states that there should be restrictions on stationary lorries idling their engines. Stationary lorries, idling their engines, increase pollution. The issues surrounding access to the quarry means the likelihood of lorries queuing to enter the quarry is high. HAVING VISITED MANY QUARRIES AS PART OF MY JOB I CAN CONFIRM I HAVE NEVER VISITED A SITE WHERE THERE IS NOT A QUEUE OF AT LEAST 4 VEHICLES, THIS WOULD BE FURTHER COMPOUNDED BY TIMESCALES, FIRST THING IN THE MORNING IS ESPECIALLY NOTORIOUS, HOW ARE THEY PROPOSING ON DEALING WITH THIS WITHOUT IMPACTIY ON THE SAFETY OF THOSE TRAVELLING THAT ROAD, ESPECIALLY THE HIGH NUMBER OF PARENTS WITG CHILDREN. 10. Long-term residents of Creigiau state that when the quarry was operational, lorries would stack, waiting for the quarry to open. The likelihood is that the proposed passing places would be used as PARKING places for lorries, which would prevent them from being used for their intended purpose. 11. There is no clarity around who will maintain the proposed passing places. If this responsibility lies with the Council, then given the squeeze on budgets and the fact that outlying areas of Cardiff are bottom of the 'highway repairs' list, how can residents feel
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	<p>sure the proposed passing places will remain safe and fit for purpose?</p> <p>12. There is a likelihood that the hedgerows on Heol Pant y Gored destroyed to create passing places are home to protected species such as dormice. No assessment of hedgerow wildlife has been undertaken.</p> <p>13. Heol Pant Y Gored is also very popular with horse riders, as it links several bridle paths. Passing bays will do nothing to address the dangers to riders posed by the proposal to use this road as the quarry's main route of transportation.</p> <p>I have recently been disappointed with a planning application that was approved in Pentyrch in regards to the safety of the junction (new housing estate) where family houses are being built with no pavements leading from the estate to any facilities, as a mother of two young boys it frightens me that a child is going to be involved in an accident. I sincerely hope that more consideration is given to the safety of villagers and road users, in particular children when deciding on this application.</p>
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Marian Way St Ronans, Pantygored Road
SUMMARY:	<p>Having lived on Pantygored Road, Creigiau, for some 30plus years, I have experienced many traffic problems, cars driving along the pavement when there is insufficient space to pass oncoming vehicles. If two lorries are passing the whole pavement is taken up, allowing pedestrians no place to go. I have personally been forced up the banking.no consideration given.</p> <p>The passing Bays. Are these going to be used as parking spaces, ?particularly when these Tarmac lorries are waiting to start at 6.30am, are they going to park up in these spaces.</p> <p>During previous times when the Quarry was hauling aggregate I have seen Tarmac lorries queuing as far back as Canada lake pull in on Pantygored Road and also at the bay opposite my house, St Ronans and at the entrance of</p>

the one way system by the farm.

I object to be woken up at 6.30am to this Monday to Saturday. I know the Lorry drivers are paid by the load and therefore the earlier they get to the site to load up and get to building site they can then get paid per load.

There are going to be numerous anticipated difficulties as I see it.

These are:-

Safety for children walking along the road and cycling, horse riding, this is a bridal pathway, walkers, (Pantygored Road is designated as a walking road , there is a site plan visible to see at quarry end of Pantygored Road) prams and buggy use for infants. There is poor visibility at junction of Pantygored Road on southern end due to lay out of the road. (A sharp bend at farm entrance. Loss of life has been the outcome of numerous accidents along Pantygored Road (in the time I have lived here.)

The exit of Pantygored Road at The Robin Hill end will cause chaos for traffic trying to get onto the Llantrisant Road. There has been no mention of any passing place on the Pantygored Road at this area, at the moment it is not safe to walk that way as there is no pavement, or safe walkway for pedestrians.

Utilities. Pantygored Road has no mains gas. What will happen when I get my oil delivered ?

Passing bays are not the solution to this road !!!

What consideration has been given to the existing traffic? and people living on this road. In the last few years we have seen an increase in major amounts of traffic at specific times of day, due to the opening of the Pontypridd link road. And the expansion of Creigiau travel transport.

Is Creigiau not a village, or is it thoroughfare for Tarmac and others to abuse (especially Pantygored Road). It is going to be unsafe, and if the plans are accepted? It will become a continuous haul road, with continuous traffic jams.

Yes, the quarry has been open in the past, however, the railway was the safe mode of transport at that time, there were no implications then to public safety or inconvenience to the road users.

The entrance/exit from the quarry onto Pantygored Road is

	<p>not safe.!</p> <p>It joins on an acute bend. Children access the playing fields at that exit/entrance, as do Creigiau buses and any farm traffic going on to farm land leading up to Pantygored land/ Wingfield land.</p> <p>I strongly oppose the whole planning process .</p> <ol style="list-style-type: none"> 1. The proposed plan for passing bays on Pantygored Road. 2. The quarry lorries using Pantygored Road. 3. The Blasting of the Creigiau quarry is going to damage my property and the countryside notwithstanding the environmental issues to health air pollution etc.
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	John Jones
SUMMARY:	In the light of such an overwhelming weight of opposition to this Application from different but highly significant and persuasive democratic interests it will be difficult to understand how these 'material considerations' as construed by S 70 TCPA 1990 should not be sufficient to convince anyone with a vestige of sympathy or sensitivity for the wellbeing of this village community not to vote in favour of refusing the Application.
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Margaret Colenutt
SUMMARY:	<p>I would like to object to the proposed re-opening and extension of the above quarry.</p> <p>My objections are twofold.</p> <ol style="list-style-type: none"> 1) The extension of the quarry will bring the quarry much closer to Pentyrch school with a deterioration in air quality due to the dust. There are long term problems from the increase in air pollution from the blasting to both the children and residents of the village with chest complaints. Has a full investigation been done of the levels of irritant particulates in similar quarries in the UK ? 2) The access to the quarry is very difficult. Heol Pant - y

	<p>Gored is not wide enough for 2 lorries to pass. The plan to put passing places is not viable due to nature and length of the road. Coaches also use the road regularly and they even have to mount the pavement at times for cars to pass. The pavement is currently in use for dog walkers , hikers and children going to school, it is clearly unsafe for it to be used as an extension to the road.</p> <p>Has a traffic survey been done from 7 in the morning to 5 pm at night during term time ? Coaches leave the yard at from 7 onwards and return mid morning to leave again for afternoon school and return at night. The lorries will be competing for road space with buses and cars .</p> <p>I would be grateful for a response to my questions and that my objection to the quarry are noted.</p>
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	<p>Mrs A Newland Ty Arfryn, Pen y Waun, Pentyrch, Cardiff CF15 9SJ</p>
SUMMARY:	<p>I write further to my letter dated 16th October 2015 detailing my concerns about the possible reopen and extension on Creigiau quarry.</p> <p>This letter is in objection to Tarmacs proposal to new passing places on Heol Pant y Gored. The proposed passing places are not designed for multiple vehicles at the same time. I use this route regularly and it is difficult attempting to pass a bus or lorry proving how extremely restrictive this road is. When the pavement was added a number of years ago the width of the road was not increased to cope with the traffic. Creigiau Travel company who operate a large coach fleet are situated just off this road this is in addition to the regular public buses that use this route. It is a common sight to see vehicles forced to mount the pavement in order to pass. The passing places will only help during quiet times. This is a very popular route linking the villages of Pentyrch and Creigiau. The lorries will be using this route during busy times If the route of the lorries is taken down to Robin Hill, this section is totally unsuitable due to there being restricted and having no pavement at all. The bridge may cause a problem with so many heavy goods vehicles using it.</p> <p>I would like to also reiterate my initial letter as it covered many concerns but the main ones being:</p>

	<ul style="list-style-type: none"> - The quarry being so close to Pentyrch Primary School and Pentyrch Nursery. - The noise and pollution with a school and nursery in such close proximity. Exposing the children to poor air quality which could potentially contribute to health problems. - The volume of lorries travelling through the village in parts on very restricted roads. - The quarry entrance being so closed to our recreational fields. It is where I take my children to play. The entrance is on a blind bend with no pavement access. - <p>Please visit this proposed site at different times during the day, especially during the school runs. See how close this is to our school and how restrictive the roads are in our villages.</p> <p>One final point. Just today I signed a petition to monitor air pollution. According to the British Lung Foundation and World Heritage Organisation, Cardiff has unsafe levels of particle pollution which will only be exacerbated by pollution from the quarry.</p>
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REMARKS:	
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PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Pete Surma Oakfield House, Heol Pant-y-Gored, Creigiau, Cardiff CF15 9NF
SUMMARY:	Can we re-submit to Highways a proposal presented to the old LaFarge as was, now Tarmac, the below showing an alternative route in and out of the quarry? Whilst I don't want to resign myself to the fact that the quarry will get it's planning application through, yesterday really did seem like the planning committee were there to simply rubber stamp the proposal. It was mentioned that once the quarry was opened we make our protest to Highways - this is completely unacceptable. We don't want the quarry to open and spoil the health of our children across Pentyrch and Creigiau; we don't want our environment spoilt to the point that our villages will look like outskirts of an industrial site covered in a thick grey dust turning to slurry on wet days and littered with discarded waste and rubbish by bored drivers waiting in long queues along our roads. I respectfully ask that planning and Highways see this and would like to know whether it was Tarmac or the Council who dismissed

	the proposal as I attach and as told to me by Graham Thomas?
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Michaela John, Creigiau resident
SUMMARY:	<p>It is inconceivable to me, as a resident of Creigiau, that anyone could approve the use of Heol Pant Y Gored by quarry lorries - I use this road every day and it is only just wide enough for two cars to pass, and not wide enough in many places for a bus and car to pass.</p> <p>The passing places proposed by Tarmac is not sufficient to address this issue for a number of reasons. They only apply to the section of the road between Pant y Gored Farm and the entrance to the Quarry. Yet the remaining section of Heol Pant y Gored, from Pant y Gored Farm to the junction with Cardiff Road, Creigiau, is equally at risk from the frequency of the lorries on a road entirely unsuited to vehicles of this size. Why has no consideration been given to widening the road or providing passing places on this section as well? The four passing places proposed are inadequate and do not allow for multiple vehicles to use them at the same time and will only help with one-on-one passing situations. The prospect therefore remains of large vehicles meeting between the passing places and requiring one, or more, to reverse back along a narrow country road.</p> <p>This proposal does nothing to diminish the dangers posed to dog walkers, joggers, horse-riders & children. And no consideration appears to have been given to creating a safe pedestrian passageway across the quarry entrance. Not only will the quarry still share an entrance with Creigiau Recreation ground, used by thousands of people every year; but this shared entrance will still be located on a blind bend with no pavement. To make matters worse, no alternative pavement facilities exist on the other side of the road. Passing places will not diminish the risks posed by this situation. The Recreation Ground is very popular with dog-walkers during the very times that the lorries will be coming to and from the quarry. As dog walkers do not have a right to access the ground in their vehicles, those that arrive by vehicle, park them outside the gates. This restricts the options for access and turning and will add to the anticipated chaos at the site entrance. Even with passing places two lorries will struggle to pass. In reality a lorry is more likely to</p>

	<p>mount the kerb posing a danger to pedestrians. Therefore, the passing places will not be able to fulfil their intended function, that is, allowing two lorries to pass. Heol Pant y Gored is a registered PSV route. Given the width of a coach or bus and a HGV lorry, it is unlikely that a coach would be able to safely pass a HGV lorry in the passing places proposed. In addition other road users will be caught in the stand-offs that are bound to occur between HGVs and coaches, with one or the other having to reverse and vehicles stuck behind.</p> <p>Passing places will not address the harmful effects of NO2 emissions, linked to 23,500 deaths a year nationwide, and proven to be harmful to children, stunting lung development and increasing the risk of respiratory diseases like asthma. Allowing this road to be used by 146 Diesel lorries a day makes a mockery of the Council's commitment to reducing air pollution in residential areas.</p> <p>The Health and Wellbeing Act (Wales) states that there should be restrictions on stationary lorries idling their engines which increases pollution. The issues surrounding access to the quarry means the likelihood of lorries queuing to enter the quarry is extremely high. Long-term residents of Creigiau state that when the quarry was last operational, lorries would stack, waiting for the quarry to open.</p> <p>Heol Pant Y Gored is also very popular with horse riders, as it links several bridle paths. Passing bays will do nothing to address the dangers to riders posed by the proposal to use this road as the quarry's main route of transportation. The hump-back bridge to the north-east of the entrance to Canada Lakes has been strengthened in recent years but is still the same width at 6 metres. The prospect of two HGVs approaching each other at this juncture is extremely worrying.</p> <p>On the basis of all of the above I urge Cardiff County Council to reject this application.</p>
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Councillor Graham Thomas
SUMMARY:	See attached document as a late submission regarding the Creigiau Quarry extension application.

The document contains advice which has been sought by Barrister Harriet Townsend on behalf of the Pentyrch Community Council in relation to Creigiau Quarry.

It points out and justifies how the benefits of the existing consent maybe overstated, that Cardiff's own LDP requires that access is a standalone consideration, and that if the committee don't feel proper mitigation is in place, they should refuse the application.

We are still having this document reviewed and hope these matters can be fully explored: -

**LRM PLANNING
on behalf of
PENTYRCH COMMUNITY COUNCIL
APPLICATION FOR PLANNING PERMISSION
FOR THE CONSOLIDATION AND EXTENSION OF
WORKS
AT CREIGIAU QUARRY**

ADVICE

1. I am asked by Michael Rees of LRM Planning to advise the Pentyrch Community Council ("the PCC") which has objected to an application by Tarmac dated 3rd August 2015 for planning permission at Creigiau Quarry. The application has been supported by an Environmental Statement under the EIA Regulations 1999 and is EIA development as defined by those Regulations. It has as yet not been determined by the mineral planning authority, the Cardiff County Council.

2. The extension will have significant effects on the environment, and yet the application is striking for its heavy reliance upon the operator's right to resume quarrying under the terms of a planning permission dated 18th September 1997 ("the 1997 consent"). I am asked to advise, in that context, on the approach which the Council should take to the question of mitigation.

3. Repeatedly, the application documentation appears simply to compare the possible impact of resumed working under the extant consent with that which is proposed. This would be an unattractive and arguably a flawed approach to adopt in this case.

4. I am also concerned that too heavy a reliance on the right to resume under the 1997 consent, for which I understand EIA was not carried out, ignores the important question of review.

	<p>5. The review process will, so far as I can tell, require EIA and may well prove to be most expediently handled by consolidation into a single consent. I understand that the date for review is well overdue but was most recently postponed by agreement to September 2016. I do not know whether it has taken place or been postponed again. Indefinite postponement is, of course, not an option.</p> <p>6. The need for review, and/or mitigation (an essential part of any Environmental Statement), associated with the review, might also confirm that those areas of particular environmental sensitivity – notably the woodland – should not be worked or that they may only be worked in the context of extensive mitigation. In short, the benefits in environmental terms of the extension and consolidation application over and above what may be done under the existing consent may well be overstated.</p> <p>7. In that context I turn to questions of policy.</p> <p>8. There is no dispute over the importance of mitigation, and nor could there be: as the applicant is reported as responding to the PCC in December 2015</p> <p><i>“the application has mitigation at its core i.e. the land swap which would avoid disturbance of ancient woodland and substantial avoidance of all other woodland around the perimeter of the existing quarry.”</i></p> <p>9. Further, Chapter 14 of PPW (2016) states</p> <p><i>“Development Plans should set out clearly the criteria that will be applied to minerals proposals to ensure that they do not have an unacceptably adverse impact on the environment and the amenity of nearby residents. Issues that must be addressed include</i> <i>– access and traffic generation including the routes to be used for minerals transportation.”</i></p> <p>10. The statutory Development Plan for the area is the Cardiff Local Development Plan adopted in January 2016. Creigiau Quarry is identified as a “preferred area” for extension where extraction is suitable for future working [policy M1]. However, this is not to alter or qualify the importance of mitigation when it comes to impact associated with the use and its extension. Thus, not only is KP7 directly relevant, but policy M2 states –</p> <p><i>Applications to extend or deepen mineral workings will be permitted where it can be demonstrated that:</i></p>
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i. There are environmental improvements at the site which can be justified by the addition of new reserves, or traded off by the giving up of existing reserves, or;
ii. The addition of new reserves preserves the productive capacity of Cardiff to meet its sub regional apportionment commitments; or
iii. There are operational benefits in permitting further reserves that will lead to more efficient exploitation of the resource;

iv It should also be demonstrated that such an approach will not cause unacceptable harm to the environment, including consideration of impacts relating to access, noise, air quality, landscape and visual effects, ecology, soil resources, hydrology and hydrogeology, blast vibration and cultural heritage, and in the case of Creigiau Quarry, the objectives of Policy M3 are delivered as part of an extension or deepening application.

11. Of critical importance is criterion iv which I have emboldened in the above quote from the policy. The use of “also” and “demonstrated” make it clear that the impact of the proposal on those matters identified is a separate and important consideration (from the in principle suitability of the site) as to which the planning authority expects the applicant to demonstrate that the proposed extension avoids unacceptable harm. The objectives of policy M3 relate to the southern and southwestern parts of Creigiau Quarry and are to secure restoration and landscaping works there at the earliest opportunity.

12. I would expect the Council to apply these recently adopted policies to this proposal and to insist on the provision of mitigation necessary to avoid unacceptable harm.

13. By Regulation 3 of the EIA Regulations the Council may not grant permission without taking into account the environmental information – broadly the information supplied within the ES and further information subsequently submitted during the detailed process of consultation and submission. The applicant’s refusal to provide a Health Impact Assessment in support of the application is considered surprising and potentially in direct conflict with MTAN1 at paragraph 75 which states :

Where dust is demonstrated to have the potential to affect the use of land the Welsh Assembly Government takes the view that it is a material planning consideration. Part IV of

*the Environment Act 1995 requires all local authorities to undertake regular reviews and assessments of air quality (including PM10) in their areas. The Better Health Better Wales Strategic Framework sets out the Assembly's plans and priorities for action to improve the health of the people of Wales. It makes a clear commitment to develop the use of health impact assessment in Wales*⁴⁹. **The potential impact on health must always be considered in relation to proposals for aggregates extraction and a health impact assessment should be carried out for any proposal for a new quarry or sand and gravel pit located within one kilometre of an existing community.** [bold in the original].

14. I turn finally to the vitally important question of transportation and access where the delivery of sustainable development is concerned. It is clear from the policies of the Development Plan, and national policy in the form of the recently published PPW Chapter 14, that the impact of the proposal on highways infrastructure is a matter of considerable importance. It is also clear that, with limited prospect of resumption under the 1997 consent as it is, it is not sufficient for the applicant simply to point to what might have been possible under that consent.

15. Indeed I can see no reason of principle why the developer should not ensure that the newly extended Quarry is served by appropriate highway infrastructure.

16. The applicant appears to have recognised this since some offsite highways measures appear now to be offered. The vitally important question for the Council is whether these measures go far enough. I have not seen the detail of the proposed measures and it would, in any event, not be appropriate for me to comment whether or not they are sufficient. That is a matter of judgment for the planning authority – or the Assembly / an Inspector on appeal.

17. I note, however, that this application provides the Council with its first opportunity to consider the impact of quarrying at Creigiau within the context of EIA, and this enhanced level of scrutiny ought to be used to deliver genuinely sustainable development which accords with the Development Plan.

18. In this case I am not aware of any good reason to provide less in the way of access improvements than is necessary to make the development acceptable in planning terms. Therefore, if the Council are not satisfied that the mitigation proposed is sufficient to meet the requirements of

	<p>policy they should refuse permission.</p> <p>19. If there are any queries or other points arising from the foregoing Advice Michael Rees should not hesitate to let me know.</p> <p>Mrs Harriet Townsend Cornerstone Barristers, London and Cardiff 18th October 2016</p>
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Mrs Glynis Morgan 4 Penuel Road, Pentyrch, nr Cardiff CF15 9QJ
SUMMARY:	<p>I write to voice my objections to the application by Tarmac to re-opening and expansion of Creigiau Quarry.</p> <p>As a resident of Pentyrch for forty years, we are well used to the impact Quarries have to our area, Pentyrch Hill and Tongwynlais. We know the price to be paid in pollution, heavy lorries driving fast on country roads, nearly sucking you into the road as they pass you. Residents walk the lanes, cyclist and horse riders use the roads.</p> <p>Since the quarry was last in use the pavement on Heol Pant y Goredd has been upgraded, the road is totally unsuitable for huge lorries, driving at speed, it is not always able to accommodate two cars in places. Widening the road to make passing places is not the answer to the pollution and adverse effect on residents health and the countryside. To extend the Quarry would bring the site so close to residents gardens and the School in both Pentyrch and Creigiau. We get vibration when there is blasting from the Quarry on Pentyrch Hill already, extending Creigiau Quarry will double the misery and bring industry nearer the gardens of residents.</p> <p>I hope you will listen to the wishes of the residents who will have to live on a daily basis with your decision.</p>
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Head of Legal
SUMMARY:	<p>Amendments to the section 106 requirements of Planning Committee Report</p> <p><u>SECTION 106 REQUIREMENTS</u></p> <p>9.1 The following planning obligations have been agreed to mitigate any significant adverse impacts of the proposed development.</p> <p>9.2 <u>Highways and Transportation</u>: A financial contribution has been secured of £35,000 from the applicant for the design and construction of 4 passing bays on Heol Pant-y-gored Road</p> <p>9.3 <u>Pollution Control (Air quality)</u>: Financial contributions have been secured for £2,500 from the applicant to enable the Council to undertake a programme of continuous air quality monitoring during operation of the quarry.</p> <p>9.4 <u>No implementation of the previous planning permissions</u> with no compensation to secure the protection of the ancient woodlands.</p> <p>9.5 It is considered that the Section 106 Heads of Terms fully satisfy the requirements of Circular 13/97 Planning Obligations.</p>
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Emma Wilkins FCA LLB(Hons)
SUMMARY:	<p>I write to place on record my strong objections to the above application, namely the proposed extension to Creigiau quarry. I have read the various planning documents, objections, concerns and consider the response of Tarmac to be wholly unsatisfactory.</p> <p>I have significant concerns around the impact of the volume and type of vehicles that would drive to and from the quarry on a daily basis. As the recent site visit will have demonstrated, it is incomprehensible how 146 trucks will</p>

	<p>travel along Heol Pant y Gored every day. It simply will not be safe and the suggestion that additional passing places will mitigate this risk is ill founded.</p> <p>In addition to the risk to drivers, there would be a heightened risk to other road users, including pedestrians crossing the road via the Creigiau Circular walk or in Pentyrch itself not to mention the many horse riders who use this road every day. There will undoubtedly be a significant risk of accidents as a result.</p> <p>The volume of heavy goods vehicles will also cause significant damage to the highways infrastructure. At a time when local authority budgets are being reduced, more regular repairs and maintenance to these roads is surely not sustainable.</p> <p>I would also like to object on the basis of the environmental impact of the quarry. The area surrounding Creigiau and Pentyrch is characterised by green fields and the sound of nature. This will be irrevocably destroyed through the resumption of quarrying. The noise pollution that the quarry and its vehicles will generate will be unbearable both to residents of the villages and the wildlife alike.</p> <p>Air pollution is also of significant concern, particularly as the proposed extension takes the quarry even closer to our schoolchildren. There are clear links between dust and exacerbation of long term conditions such as asthma and COPD that I hope the planning committee will take into consideration. In particular, I would urge members to factor in consideration of the Wellbeing of Future Generations Act which places a responsibility on us all to consider generations to come rather than making decisions based upon today.</p> <p>This is not simply a case of 'not in my back yard', this is a heartfelt plea not to destroy our villages and compromise the health and wellbeing of our residents. This is a real opportunity to live and breathe the principles of the Wellbeing of Future Generations Act and I strongly urge members to reject this extension.</p>
REMARKS:	

PAGE NO. 1	APPLICATION NO. 15/01953/MJR
ADDRESS:	CREIGIAU QUARRY
FROM:	Kevin Brennan MP
SUMMARY:	<p>I write in regards to proposed plans to extend Creigiau Quarry.</p> <p>I would like to put on record my concerns and to clarify that a previous piece of correspondence put forward by my colleague, Mark Drakeford AM, was in fact a joint letter which due to an administration error did not carry my name.</p> <p>I would therefore ask that this piece of correspondence is treated as a joint letter from both myself and Mark Drakeford as the Member of Parliament and Assembly Member respectively.</p> <p>Letter :</p> <p>Cllr Michael Michael Chair, Planning Committee Cardiff Council County Hall Atlantic Wharf Cardiff CF10 4UW</p> <p>Dear Michael,</p> <p>MARK DRAKEFORD AM Re: Proposed Extension to Creigiau Quarry by Tarmac Trading Ltd (Ref: 15101953/MJR). 19.08.2016</p> <p>I write in response to the recent 'Response' document provided by Tarmac, in relation to Well-being and Environmental Health issues raised as a result of the company's application for planning permission at Creigiau Quarry.</p> <p>This response focuses on two aspects of the company's Response:</p> <p>1. Health Impact Assessment (HIA) . It is very disappointing to read the company's refusal to carry out a full HIA as recommended by Cardiff and Vale University Health Board. The reasoning provided for this decision is partial, at the very least. The Response document suggests that, because</p>

	<p>a requirement for a HIA is not included in Planning Policy Wales that 'clearly'</p> <p>(1.16) it was not the intention of the Welsh Government that such an impact assessment would be required. All of this is entirely to ignore the position taken by the Welsh Government in relation to the Public Health (Wales) Bill which came before the National Assembly in the fourth Assembly term, and which is due to be re-presented in the first year of this Assembly. That Bill, as presented at the fourth and final stage of consideration, in March 2016, included a direct provision for HIAs to be obligatory in circumstances where planning applications involved significant public health considerations. I have no doubt that, had it reached the statute book, the Bill would have applied in the circumstances of this application - particularly given the clear recommendation of public health experts at the University Health Board that such an Assessment should be undertaken. None of this is referenced or acknowledged in the Response document. Given that the Bill represents the most recent statement of Welsh Government policy in this area, and the First Minister's explicit announcement that the Bill is to be an early priority for legislation in the first year of this Assembly term, I believe that the Local Authority should require the production of a full, independent HIA before determining the application.</p> <p>2. The Response provides a proposal in relation to traffic management at Heol Pant-y-Gored. The provision of dedicated passing places is an advance on the present position. However, it represents a necessary <i>but not sufficient</i> response to the additional difficulties which will be created if and when quarrying resumes. As a minimum, it would need to be accompanied by a commitment not to use this route during peak traffic times. It would also need additional action by the local authority to protect pedestrians from vehicles attempting to mount the pavement in order to pass along the highway. This could, for example, include the installation of concrete bollards along the boundary between the pavement and the carriage way, in order to safeguard the passage of pedestrians, including children, along the improved facilities provided by the local authority.</p> <p>Yours sincerely,</p> <p>Mark Drakeford Assembly Member for Cardiff West Cardiff</p>
REMARKS:	

PAGE NO. 151	APPLICATION NO. 16/01443/MJR
ADDRESS:	FORMER LLANRUMNEY HOUSING DEPOT, MOUNT PLEASANT LANE, LLANRUMNEY, CARDIFF CF3 5SR
FROM:	Transportation Officer
SUMMARY:	<p>Further to my original observations dated the 5/10/16 I note that Housing have confirmed that the scheme will comprise 100% Council housing and that, in the event of any problems with overspill parking becoming apparent post occupation of the new dwellings, that Housing would promote and fund any necessary measures to address in terms of the introduction of parking restrictions/TROs. On this basis I would withdraw my previous request for an S106 contribution in this respect.</p> <p>With respect to the penultimate paragraph of my original obs concerning the objection raised regarding illegal parking in the vicinity of the garage and car wash uses I'd re-iterate that since there are existing restrictions at this location this is an enforcement issue. The need for any alteration/extension to the existing restrictions in order to ensure highway safety will be addressed during the technical approval for the highway improvement works – and would be funded by Wates at that time.</p>
REMARKS:	Agreed and noted

PAGE NO. 178	APPLICATION NO. 16/1670/MJR
ADDRESS:	LAND OFF WILLOWBROOK DRIVE, ST MELLONS, CARDIFF
FROM:	Transportation Officer
SUMMARY:	<p>The Transportation Officer says that the Transport Statement demonstrates that the additional vehicle movements that will be generated can be adequately and safely accommodated on the existing highway network. Though there are problems with excessive speeds on other sections of Willowbrook Drive it would seem that the existing zebra crossing to the north of the site together with the roundabout junction with Crickhowell Road to the south serve to reduce vehicle speeds to generally safe levels – with the 85 percentile speed at this location being only 32mph together with a generally acceptable accident record.</p> <p>Notwithstanding that though, with the new site access being</p>

	<p>located on the inside of a bend, in the interest of highway safety it is important that adequate visibility splays are provided at the new site access. I would therefore request a condition stipulating that a future reserved matters application incorporates a 2.4 by 70 metre vision at the junction of the new access road with Willowbrook Drive. Reason: in the interests of highway safety.</p> <p>The TS also addresses the issue of pedestrian access to the site, which currently has no existing footways along its frontage, and states that the development will incorporate the provision of a new footway along the Willowbrook Road frontage which will link to the existing uncontrolled and zebra crossings to the north, as well as to the footpath which runs along the northern boundary of the site and which provided ready pedestrian access to the Tesco/District Centre and other amenities to the east. While this is welcome I consider that such a footway should be extended along the full frontage of the site – with a view to both the future in terms of achieving continuous pedestrian links, including to the existing bus stops on Crickhowell Road, and also to ensure the retention of adequate visibility at the Willowbrook Drive/Crickhowell Road roundabout. I'd therefore request a further condition stipulating that a future reserved matters application shall include the provision of a minimum 1.8 metres wide footway along the full frontage of the site. Reason: To make provision for adequate provision for pedestrian amenity.</p> <p>The TS also refers to the provision of a Construction Management Plan and Travel Plan and further conditions will be required in this respect in conjunction with a future reserved matters application.</p> <p>(Condition 9 in the report covers a requirement for a Construction Management Plan</p>
<p>REMARKS:</p>	<p>Amend condition 10 and add additional conditions 16 and 17 as follows:-</p> <p>10 The detailed plans shall include a minimum 1.8 metres wide footway along the full frontage of the site to be provided prior to the occupation of any dwelling on this site. Reason: To make provision for adequate provision for pedestrian amenity.</p> <p>16 The detailed plans shall incorporate a 2.4 by 70 metre vision at the junction of the new access road with Willowbrook Drive. Reason: in the interests of highway safety.</p>

	<p>17 No dwelling hereby approved shall be occupied before a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented as approved by the Local Planning Authority. Reason: In the interests of sustainability.</p>
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PAGE NO. 178	APPLICATION NO. 16/01670/MJR
ADDRESS:	
FROM:	Glamorgan Gwent Archaeological Trust
SUMMARY:	<p>GGAT have yet to receive either an interim or final report for either of the two sites at Willowbrook Drive. However, based on conversations with the archaeological contractor we are able to advise you on our likely recommendations.</p> <p>The evaluation at the northern site (Application 16/01670) could not be completed in its entirety due to the presence of trees. Whilst the area that was evaluated encountered no archaeological material, there remains the possibility that important remains could be located in the unevaluated area. As a result, we would likely recommend a condition, worded in a manner similar to model condition 24 given in Welsh Government Circular 016/2014:</p> <p>We also recommend that a note should be attached to the planning consent explaining that: The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.</p> <p>The WSI would detail an archaeological watching brief that would be conducted in the unevaluated area during any ground intrusive works associated with the development.</p> <p>Clearly such recommendations are based on verbal communications with the archaeological contractor and could change following receipt of the report.</p>
REMARKS:	<p>Add additional condition 18 as follows:-</p> <p>No development shall take place until the applicant, or their agents or successors in title, has secured</p>

	<p>agreement for a written scheme of historic environment mitigation which has been submitted to and approved by the local planning authority. Thereafter, the programme of work shall be fully carried out in accordance with the requirements and standards of the written scheme.</p> <p>Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.</p> <p>(The full response from GGAT has been forwarded to the applicant).</p>
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PAGE NO. 191	APPLICATION NO. 16/01671/MJR
ADDRESS:	LAND AT TREFASOR CRESCENT AND WILLOWBROOK DRIVE, ST MELLONS
FROM:	Glamorgan Gwent Archaeological Trust
SUMMARY:	<p>GGAT have yet to receive either an interim or final report for either of the two sites at Willowbrook Drive. However, based on conversations with the archaeological contractor we are able to advise you on our likely recommendations.</p> <p>The evaluation at the southern site (Application 16/01671) encountered no archaeological remains and so we are unlikely to recommend any further archaeological mitigation for this site.</p>
REMARKS:	None

PAGE NO. 206	APPLICATION NO. 16/2224/MJR
ADDRESS:	LAND EAST OF CHURCH ROAD AND NORTH AND SOUTH OF, BRIDGE ROAD, OLD ST MELLONS
FROM:	Head of Planning
SUMMARY:	<p>Paragraph 7.3 refers to three residents of Bridge Road submitting objection by email. The report should say that occupiers of a property in Ruperra Close and Bridge Road objected to this application for the reasons specified in the report.</p>
REMARKS:	None

PAGE NO. 206	APPLICATION NO. 16/2224/MJR
ADDRESS:	LAND EAST OF CHURCH ROAD AND NORTH AND SOUTH OF, BRIDGE ROAD, OLD ST MELLONS
FROM:	A person who uses Bridge Road
SUMMARY:	A person who uses Bridge Road from the Pontprennau side has expressed concerns about delivery vehicles using Bridge Road to access the Persimmon site. She states inter alia that: "Access from the St Mellons side is not causing much of a problem just short delays, however lorries enterering the single track road from the Pontprennau side cause complete blockages with traffic being unable to reverse or turn round. On occassions normal delivery lorries and caravanettes have also been known to turn down this lane by mistake due to sat nav error and also cause a blockage."
REMARKS:	Noted

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