

**From:** [Radyr and Morganstown Community Council](#)

**Sent:** Monday, April 27, 2015 2:31 PM

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**Subject:** Request to Call-In Cardiff development 14/02405/MJR Central Square

# North West Cardiff Group

Responding to the concerns of our communities

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Dear Minister,

The North West Cardiff Group supports requests for a call-in by you of the above application. Development of Central Square without allocating space either now or in future for track for a NW Cardiff Metro will leave NW Cardiff dependent on buses. We showed that this will not work in the recent LDP Hearings before the Inspector. Successful development of the Cardiff region needs integrated planning with the interactions of the LDP and Metro fully thought through. We are concerned that applications are being rushed.

We support other requests to you on a call-in from Cardiff Civic Society and from Cardiff Bus-Users. We feel that it is import to highlight the following points:

# Central Square is an important site in Cardiff's central enterprise zone - a WG employment initiative. The proposed uses do not meet the purposes (Financial and Professional Services) for which this enterprise zone is designated nor does it meet Planning Policy Wales 8.6.2 that a site highly accessible to non-car modes is to be used for travel intensive uses.

# The Council and Inspector at the recent LDP Hearing called it a Regional Transport Hub and considered evidence submitted on the Central Square agreed site. This evidence has not been taken into account by the applicants; it marks the development clearly as 'more than local significance'.

# The WG Minister (5<sup>th</sup> December 2014 NAW scrutiny session) endorsed the August 2014 Metro update (Mark Barry report) that stated *Cardiff Central Station, as a key location at the heart of the Central Cardiff Enterprise Zone, will be an early priority truly multi-modal transport interchange.*

# Inadequate space is allocated for the bus station: it fails to accommodate public coach services, nor would it accommodate the substantially increased city-region buses proposed within the decade.

# The exclusion of coaches breaches the WG/Metro specification for truly multi-modal integration and Cardiff's LTP of January 2015 saying the Council *"will continue to facilitate the high profile use of Cardiff Bus Station by Traws Cymru services"*

# Cycling is part of the transport interchange concept but not given serious consideration (just 40 cycle stands scattered around, not the >200 needed for rail users alone) and no secure parking and other cycle facilities including cycle-hire.

# The Bus Station could not operate under road closures for Stadium events.

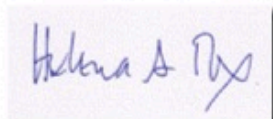
# The Cardiff public have not been consulted over the reduced space and poor accesses for a Bus Station, but falsely informed that it will be "world class" with a "Concourse" of passenger facilities. Both are untrue: the restricted plans would be highly controversial (if known) but the Council seems to have breached the engagement and involvement principle of Planning Policy Wales and the Public Participation Directive.

# The proposed access via Saunders Road for a new car park prevents the Bus Station option 2, the one option that facilitates operating the Bus Station during street closures for Stadium events. It flouts *PPW 8.4 Managing traffic and parking* in central areas: "refuse planning permission for public and private car parks which do not meet the strategic aims".

# The Inspector's report on the LDP, in which this is a key Strategic Site, is due late this summer. Rushing a decision before this is out is wrong and the decision between office/hotel development and a full Bus Station/ Transport Hub on the Marland House site is not needed for a year or more.

We hope that you will heed the requests for a call-in of this application which affects the future of our capital city.

Yours faithfully,



Helena Fox  
on behalf of NWCG

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