



Cardiff East, Park and Ride, Llanrumney Environmental Statement

Chapter 2: Description of the Site, Surroundings and Background

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2. DESCRIPTION OF THE SITE, SURROUNDINGS AND BACKGROUND

Introduction

2.1 This chapter provides a summary of the existing Site and its surrounding area, including key features, designations, and locations of key sensitive receptors. This provides the context for evaluating the existing baseline conditions and for assessing the Proposed Development. A full description of the baseline conditions relevant to the technical assessments is provided in each technical chapter.

Site Description and Background

2.2 The Site is located in Pentwyn, wholly within the administrative boundary of CC located immediately to the southeast of the Eastern Avenue dual-carriageway (A48), to the north of the city of Cardiff at National Grid Reference ST212809. The Site covers an area of approximately 23.4 hectares (ha). The planning application boundary can be found in **Figure 1.1**.

2.3 The Site comprises the parcel of land on which the existing Cardiff Park and Ride East sits. The land is bound by Eastern Avenue (A48) and a section of ancient woodland to the west, dense woodland and the Rhymney Trail/ informal cycle route to the north and the Rhymney River to the east. The existing hard surfacing covering the Site is bound by open greenspace and vegetation surrounding the extent of the Site.

2.4 The existing Park and Ride contains approximately 1,000 car parking spaces with a small toilet building to the southeast corner of the Site next to the entrance/ exit.

2.5 The Site is accessed from Junction 29 of the M4 travelling from the east, or Junction 30 of the M4 from the west before joining the A48 Eastern Avenue. The X59 shuttle bus takes approximately 18 minutes to reach the city centre, dropping passengers off at Dumfries Place. The alternative bus route is the H59 shuttle between the park and ride and the University Hospital of Wales Heath Hospital.

2.6 In addition to the Park and Ride, the Site features areas of broadleaved semi-natural woodland, large areas of dense scrub and bracken and several public rights of way and informal footpaths. The Rhymney River runs north to south along the eastern boundary of the Site, with the Rhymney Trail running parallel to the river. The Rhymney Trail crosses the river via an existing footbridge to the south of the Site.

2.7 The Site features an area of ancient woodland to the northeast in addition to several TPO trees. The north of the Site and the corridor along the Rhymney River lies in an area of high flood risk whilst the remainder of the Site lies in low flood risk.

2.8 Across from the A48 dual-carriageway, westwards, lies the residential area of Pentwyn, while to the east, lies the residential area of Llanrumney. To the south, on the opposing side of the river, planning permission for a residential scheme of 98 residential units has been permitted under application reference 18/02594/MJR.

2.9 There is a roadside development comprising a Texaco petrol filling station, B&M store, Farmfoods and other smaller food and beverage units alongside ancillary commercial units on the opposite side of Pentwyn Road to the west. The Pentwyn Leisure Centre is located to the southwest of the Site, and there is a Premier Inn (Cardiff North), Hotel Campanile, and defined employment area to the north. The remainder of the surrounding area within 1km of the Site comprises residential uses, notably to the east.

2.10 The Parc Coed Y Nant park and garden is located to the west of the Site on the opposite side of the A48.

2.11 The Site is not allocated under the currently adopted Cardiff Local Development Framework (2016-2026) and has also not yet been identified as a candidate site for the Replacement Local Development Plan (2024-2036).

Environmental Context and Constraints

Introduction

2.12 Further details of the key environmental sensitivities are provided in the technical chapters (i.e. **Chapters 4-10 and Volume II Technical Appendices**) and a summary is provided below.

Air Quality

2.13 The Site is not located within an Air Quality Management Area (AQMA), although the A48 dual carriageway is located immediately to the west of the Site.

2.14 There are multiple high sensitivity receptors located within 200 metres of the A48 including Glan-Yr-Afron Primary School, Quarry Hill Care Home and several more highlighted in **Chapter 4: Air Quality**.

2.15 Additional ecological receptors in regards to air quality associated with the development include: the Site of Special Scientific Interest (SSSI) designated section of the Rhymney River, 1.8km from the

Site, and 100m from the nearest affected road, and Rumney Quarry SSSI, 1.5km from the Site and 270m from the nearest affected road.

Ecology and Arboriculture

2.16 There are pockets of ancient woodland present within the Site, and in close proximity to the Site boundary.

2.17 There are no ecological designations either onsite or within a 250m radius of the Site boundary. The nearest statutory designated site is the Howardian Local Nature Reserve (LNR) located approximately 2km south.

2.18 Internationally valued potential receptors include the Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar designated area, which is located within 6km of the Development.

2.19 The features of greatest ecological value as noted in **Chapter 5: Ecology** of the ES, are the section of the Rhymney River along the Site's eastern flank, designated as a Site of Importance for Nature Conservation (SINC) and the area of ancient woodland to the northwest.

2.20 The Site has a variety of features, comprising broadleaf semi-natural woodland, dense scrub, poor semi-improved grassland, bracken, hardstanding, buildings and the river, and various scattered broadleaf trees scrub.

2.21 The dense woodland areas of the Site have potential to provide potential opportunities for species of nesting birds and bat roosts. Other potential species that may use the Site's habitat features include otters, badgers, dormice and hedgehog. In 2008 when the park and ride was initially constructed, extensive mitigation works were required at the time to protect dormice, including construction of a specialised new habitat area including coppicing and transplanting over 200 mature hazel stools in an area adjacent to the car park.

2.22 Invasive species of Himalayan balsam and Japanese knotweed are also present onsite.

Transport and Public Rights of Way Access

2.23 The Site is located within direct access to several public footpaths, bridleways and notably the Rhymney River Trail. There are no public walkways along the A48 or Bryn Celyn Road junction along the access road to the park and ride. The Rhymney River Trail runs along the river connecting north to Pentwyn Road and south to Newport Road and acts as a pedestrian and cycleway for much of its length.

2.24 The Site is located approximately 1.6km northwest of the suburb of Llanrumney and bound by the A48 to the west. There are Public Rights of Way (PRoW) and open fields (including Llanrumney Fields) to the south and the river and residential properties at Ball Road to the east. These public access routes provide access to the north, east, south and west of the Site.

2.25 The footbridge over the A48 provides connectivity to Pentwyn Road and several local facilities. An additional footbridge to the south of the Site links the Circle Way East route where local facilities are also available to the public.

2.26 The Site has two active shuttle bus stops onsite at present: the H59 and X59. Furthermore, there are bus stops located along Bryn Celyn and Pentwyn Road, accessible via the PRoW routes, served by the 58 and X59 to the city every 15-minutes. Along Ball Road stops are serviced by the 50, 65 and 65A shuttles.

2.27 The nearest railway station is Heath High Level Station, approximately 4km west, accessed by the H59 bus service.

Water Resources and Flood Risk

2.28 Flood Mappingⁱ shows that the Site is located within Flood Zones 2 and 3 which is recognised as an area of medium probability of flooding (i.e., land assessed as having between or greater than 1 in 100 and 1 in 1,000 [>1%] annual probability) from fluvial sources.

2.29 The Site is also identified within a C2 Flood Zone which means an area of a floodplain without significant flood defence infrastructure. The Site is considered to be on Flood Alert.

2.30 Furthermore, the main constraint for the Site both physically and politically is the location within the Rhymney River Corridor which provides open space for ecological and human recreational uses.

Archaeology and Built Heritage

2.31 The Site is not located within a Conservation Area and there are no listed buildings within or in proximity to the Site. The nearest statutory designated heritage asset is the Grade II* Llanrumney Hall PH, located 650m to the east of the Site.

2.32 The Site is not located in an area considered to be of archaeological importance.

2.33 There is however a historic landfill site located to the east of on the opposite side of the Rhymney River.

2.34 A map of the key environmental sensitivities surrounding the Site is shown in **Figure 2.1** and constraints for the Site are provided in **Figure 2.2** below.

Overhead Power Cables

2.35 Overhead high voltage power cables cross the site, running parallel to the A48. The power lines restrict possible development below them and any use around the base of the pylon is restricted.

2.36 Overhead electrical cables also can generate significant electric-fields (EMF) around them, which must be considered when constructing buildings nearby. The overhead power lines on the Site have been tested and measured for EMF levels and the development as currently proposed is confirmed as acceptable.

Figure 2.1 Environmental Sensitivities Map

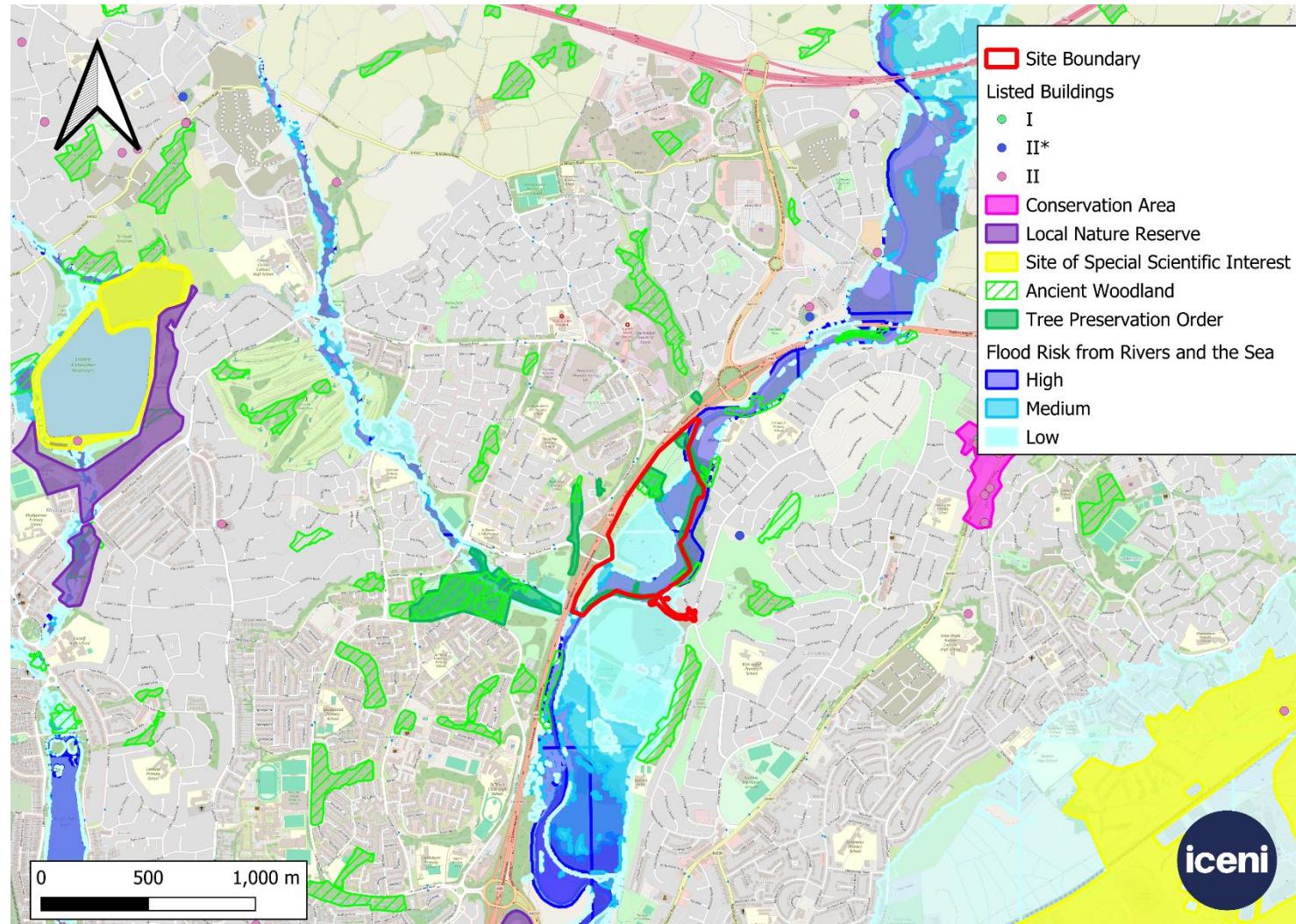
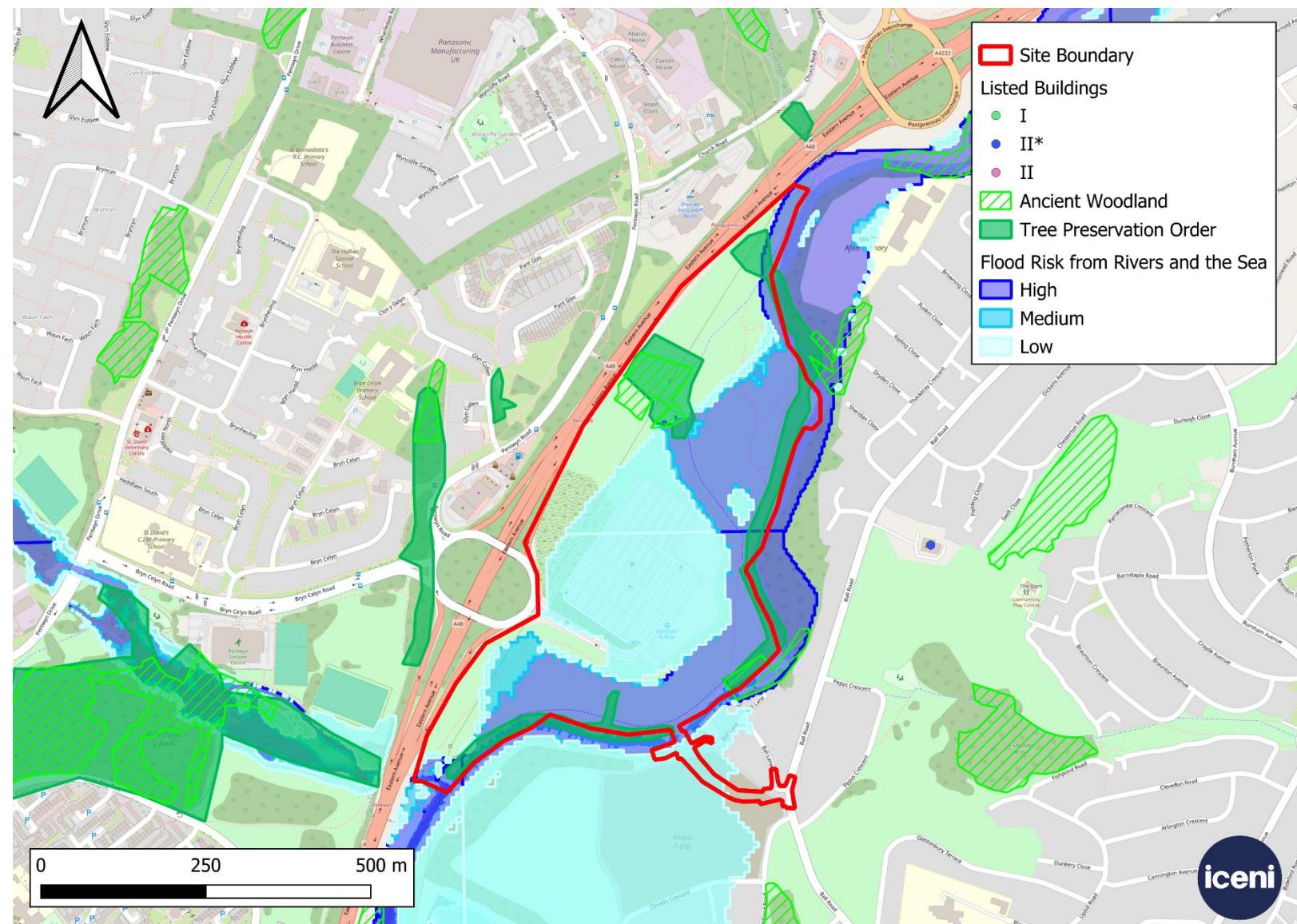


Figure 2.2 Site Constraints Map



Local and Regional Planning Policy

The Adopted Local Plan

2.37 The Site falls within the administrative boundary of CC. The Cardiff Local Development Plan 2006-2026 (LDP)ⁱⁱ was adopted in January 2016 and forms the basis by which planning applications and land-use planning are determined. This plan supersedes the existing Cardiff Deposit Unitary Development Plan (2003), South Glamorgan (Cardiff Area) Replacement Structure Plan, Mid Glamorgan County Structure Plan, South Glamorgan (Cardiff Area) Minerals Local Plan and City of Cardiff Local Plan.

2.38 The Site is not located within any currently allocated strategic growth areas, however the roads surrounding the Site; Eastern Avenue (A48), Southern Way (A4161) and Newport Road (B4487) are all identified for Strategic Bus Corridor Enhancements.

2.39 Supplementary Planning Guidance document: Incorporating Parking Standards highlights policies KP2 (A) to KP2(H) which identify the development of onsite and offsite bus and rapid transit infrastructure as infrastructure which is essential to enable the development of the strategic sites covered by those policies.

2.40 Policy T2 of the LDP identifies specific roads as strategic bus corridors and provides support for their development and enhancement as well as support for the development of future rapid transit routes and the development and improvement of the wider city bus network.

2.41 The LDP also identifies the Site within a River Corridor of the Rhymney River and within proximity to existing employment land (EC1.14). The Site is also within 1.5km of two local centres: Countisbury Avenue (R5.4) to the east and Maelfa Centre (R5.10) to the southwest.

The Emerging Local Plan

2.42 CC are preparing a replacement LDP for Cardiff which will include a new strategy and policies to guide and manage growth in Cardiff up to 2036. The evidence base is timetabled for preparation up until June 2023, and a consultation on the Preferred Strategy is expected to run from October 2022 to November 2022. Submission of the Replacement LDP is expected March 2024 with adoption expected October 2024.

2.43 Cardiff Council also have a number of supplementary planning documents/ guidance (SPDs/ SPGs) which form material considerations for this application. The following supporting documents are also material considerations in relation to this proposal:

- Managing Transportation Impacts (Incorporating Parking Standards)ⁱⁱⁱ

- Waste Collection and Storage Facilities (2016)^{iv}
- Green Infrastructure SPG^v
- Ecology and Biodiversity Technical Guidance Note^{vi}
- Public Rights of Way and Development Technical Guidance Note
- River Corridor Technical Guidance Note (2017)^{vii}
- Protection and Provision of Open space in New Development Technical Guidance Note^{viii}.

References

- ⁱ Environment Agency, (2021); Long-Term Flood Risk. Available at: <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>
- ⁱⁱ Cardiff Local Development Plan 2006-2026 (adopted January 2016) [Final-Adopted-Local-Development-Plan-English.pdf \(cardiffldp.co.uk\)](https://cardiffldp.co.uk/Final-Adopted-Local-Development-Plan-English.pdf)
- ⁱⁱⁱ Managing Transportation Impacts (Incorporating Parking Standards) [Managing Transportation Impacts SPG Final Version for website 041018.pdf \(cardiff.gov.uk\)](https://cardiff.gov.uk/Managing Transportation Impacts SPG Final Version for website 041018.pdf)
- ^{iv} Supplementary Planning Guidance Waste Collection and Storage Facilities Environment The City of Cardiff Council Approved October 2016 [1 Introduction \(cardiff.gov.uk\)](https://cardiff.gov.uk/1_Introduction)
- ^v [Green Infrastructure SPG English June 2017.pdf \(cardiff.gov.uk\)](https://cardiff.gov.uk/Green Infrastructure SPG English June 2017.pdf)
- ^{vi} [Ecology and Biodiversity TGN English June 2017.pdf \(cardiff.gov.uk\)](https://cardiff.gov.uk/Ecology and Biodiversity TGN English June 2017.pdf)
- ^{vii} [Cardiff Green Infrastructure SPG River Corridors Technical Guidance Note \(TGN\) - DocsLib](https://cardiff.gov.uk/Cardiff Green Infrastructure SPG River Corridors Technical Guidance Note (TGN) - DocsLib)