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Ein Cyf / Our ref: P/23/0065
Eich Cyf / Your ref: CSC1001
Dyddiad/Date: 21/10/24

Gofynnwch am / Please ask for: Judith Jones
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Dear Mr Waldron

P/23/0065 – LAND SW OF THE A470/A4102 ROUNDABOUT AT RHYDYCAR

I write further to our meeting on 4th October 2024 in relation to the above application, where amongst other things we discussed your letters of the 24th July and updated version dated 16th September 2024, within which you set out your assessment of the application to date.

In relation to Highways, sustainable transport and parking, as you'll be aware, we have previously raised concerns. I thought it would be useful to set out the points conveyed by our Highways officers, that I raised at the meeting, and the further/clarification of information that may address the concerns.

We confirmed during the meeting that following receipt of a covering email and letter that you shared from the South Wales Fire and Rescue that we are now satisfied that the Emergency access at Abercanaid can be suitably controlled via a condition requiring an Emergency Traffic Management Plan, should Planning permission be granted.

In terms of parking and sustainable travel, given that the site will employ approx. 800 staff with over 250 on site at any one time it would be advantageous to separate out the visitor parking from the staff parking so that parking for staff can be managed / monitored more effectively through the Travel Plan. Staff car parks should be pepper potted around the site near to working locations.

The Welsh Government has a target of achieving 45% of journeys to be made by sustainable means by 2045 and therefore, this target should be something that this site should be trying to achieve over the next 20yrs in terms of both staff and visitor travel. To work towards achieving this target the developer should consider additional mitigation and design principles.

Providing sustainable transport alternatives is key to the success of the development, and you propose to provide a free shuttle service to and from the site to both the bus station and main rail station as well as providing a Travel Plan that will be a live document associated with the site in perpetuity. Whilst these are positive proposals, in order to be attractive enough to encourage staff

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and visitors not to use their own private vehicles to visit the site, we consider some further measures are necessary.

- To ensure the shuttle bus service is not unduly delayed and to potentially facilitate any future bus connections within the site a bus lane should be provided from the access roundabout into the site this, will also assist those cyclists who feel confident and use the road network.
- Whilst a free shuttle bus has been proposed for visitors and staff the developer must consider separate shuttle bus services for staff only, having stops near the key residential areas and linking into any shift patterns. This service will need to be linked into the Travel Plan so that as staff change so do the routes to enable maximum use.
- Whilst the submission has reviewed pedestrian and cycle routes to Merthyr Tydfil town centre it hasn't considered such routes to the main residential areas. An audit of main routes into local residential areas should be undertaken to establish what enhancements are required in order to promote such routes for both pedestrians and cyclists. Reviewing the ATNM (Active Travel Network Map) will be key to assisting this piece of work. The review should also acknowledge that the distance someone would cycle to work is far greater than if they walked so cycle routes should be considered up to 7km.
- Whilst a framework Travel Plan has been submitted and the intention is for it to stay live in perpetuity, the targets need to be clear and set out safeguarding measures should the targets not be met. The Travel Plan must consider the use of ebikes and provide staff with the opportunity of having such bikes i.e. as a bike pool or at reduced costs. There must be clear incentives for car share for those living outside Merthyr Tydfil and also incentives for those that use public transport.
- In addition to the above points discussed, our Highways officers consider that the use of alternative modes of transport by families coming to the site from further afield needs to be further explored. We recommend that additional surveys are undertaken across the UK to fully establish if families would travel to the site by train or bus (as whilst there might be facilities, what level of certainty is there that they would be used?) Given the activities proposed on the site, many families would not want to use public transport if they were bringing additional clothing and or equipment. Any shuttle bus service would need to cater for families and their luggage. You agreed that the safeguarding measures will need to be clearly defined and it may be necessary to consider penalties within the s106 to be used for sustainable measures should targets not be met in the future.

We also discussed the further work your ecologist is undertaking in response to NRW's ongoing concerns as set out in their consultation letter, along with the outstanding issues raised by our own ecologist and agreed that further discussions would take place once you have responded to the concerns and NRW and ourselves have had the opportunity to consider it.

I hope that's helpful, and should you require any further clarification please let me know.

Judith Jones BA Hons Town & Country Planning, BTP, MRTPI
Cyfarwyddwr Gwasnaethau Cymdogaeth
Director of Neighbourhood Services

Yours faithfully

JUDITH JONES
DIRECTOR OF NEIGHBOURHOOD SERVICES

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