

## **PREFACE ITEM**

APPLICATION NO. 07/0138/FULL

APPLICANT(S) NAME: Redrow Homes (South Wales) Ltd

PROPOSAL: Carry out ground regrading, drainage improvement and associated engineering works and provision for construction of future cycle track

LOCATION: Land To Eastern Boundary Of Redrow Development (Former Railtrack) Cwm Calon Ystrad Mynach

DESCRIPTION OF PROPOSAL: discharge of condition 9 attached to planning approval reference 07/0138, including amended plans received in respect of the cycle track access links into the Cwm Calon estate.

Planning approval was granted on the 11/5/07, subject to conditions in respect of the above development. The approved development included the retention of a strip of land along the complete length of the disused railway line, situated to the western boundary of the development site to allow the construction of a cycle track. The cycle track is shown on the approved Masterplan for the redevelopment of the Penallta Colliery Site and originally included four new connections from the cycle track to the Cwm Calon development. The railway line is approximately 1000 metres in length.

Policy TR1.2 of the Caerphilly County Borough Local Development Plan, (LDP) up to 2021 safeguards the route of this former railway line, for the completion and extension of Cycle Route NCN 46. The railway line is approximately 1000 metres in length.

Condition 9 attached to the consent requires: -

Notwithstanding the submitted plans, and in accordance with a timescale to be agreed with the Local Planning Authority, prior to the commencement of any works forming part of this development, a cycle track shall be constructed within the corridor of land identified for that purpose on the submitted plans. Prior to the commencement of any works forming part of this development, details indicating the cycle track surface material, its width, longitudinal gradient and access links onto the Cwm Calon residential development shall be submitted to and approved by the Local Planning Authority. The cycleway shall be completed in accordance with the approved details and timescale.

REASON: To provide a cycle track in accordance with the Masterplan approved for the redevelopment of the former Penallta Colliery site and in the interests of highway safety.

The developers have submitted final proposals in order to discharge the above condition. The cycle track measures a maximum of 3 metre in width and runs along the length of a disused railway line running below a steep embankment, along the eastern boundary of the Cwm Calon development. The Nant Cylla watercourse runs along the length of this former railway line and is crossed by an existing footbridge situated to the northern end of the proposed cycle track at Pottery Lane, below the embankment to the east of Brambling Crescent, Cwm Calon. Another existing footbridge crosses Nant Cylla at the southern end of the proposed cycle track, just below the embankment to the east of the junctions of Phoenix Way with Swallowfield Drive.

The proposed cycle track will include two new cycle connections with Cwm Calon together with a new timber footbridge. Link No.1 will comprise a 2.5m wide cycle track, which follows a line along the embankment below Phoenix Way at its junction with Merlin Avenue, and connects to the highway network to the north of the identified locally equipped area of play (LEAP). At this access point and where this connection links to the main cycle track below, control 'K' barriers are to be provided. The works to this cycle link will include engineering works to the embankment. The new embankment will be constructed at a maximum slope of 1:2.5. A filter drain will be installed along the length of the cycle path link and a 1.4m high galvanised steel ball and tube railings are to be provided along its length on its eastern side.

The second cycle track link is situated below 41 Brambling Crescent at its junction with Goshawk Rise (the final phase of residential development by Redrow to the north of the development site) and will comprise a set of steps leading off the main cycle path. The steps will comprise three sets of nine steps, with two landings and a handrail along its length and safety barriers at the top of the step. Due to the topography of the embankment steps were considered to be the most appropriate engineering solution. However, in order that the steps are fit for purpose, the design of the steps will include a 'wheeling ramp' along its length to allow cyclists to push their bicycles along the length of the steps.

The proposed timber bridge takes account of a watercourse which runs through the site on the southern side of Firecrest Walk.

The surface of the main cycle track will comprise a compacted dust layer over a sub-base and restrained by tanelised timber edgings. Cycle link 1 will have a tarmac surface and cycle link 2 comprising the steps will be constructed of brushed concrete. All development will be constructed to CCBC's standard cycleway construction specification. The embankment will be grassed and the verges of the cycle track landscaped in accordance with previously approved landscaping details.

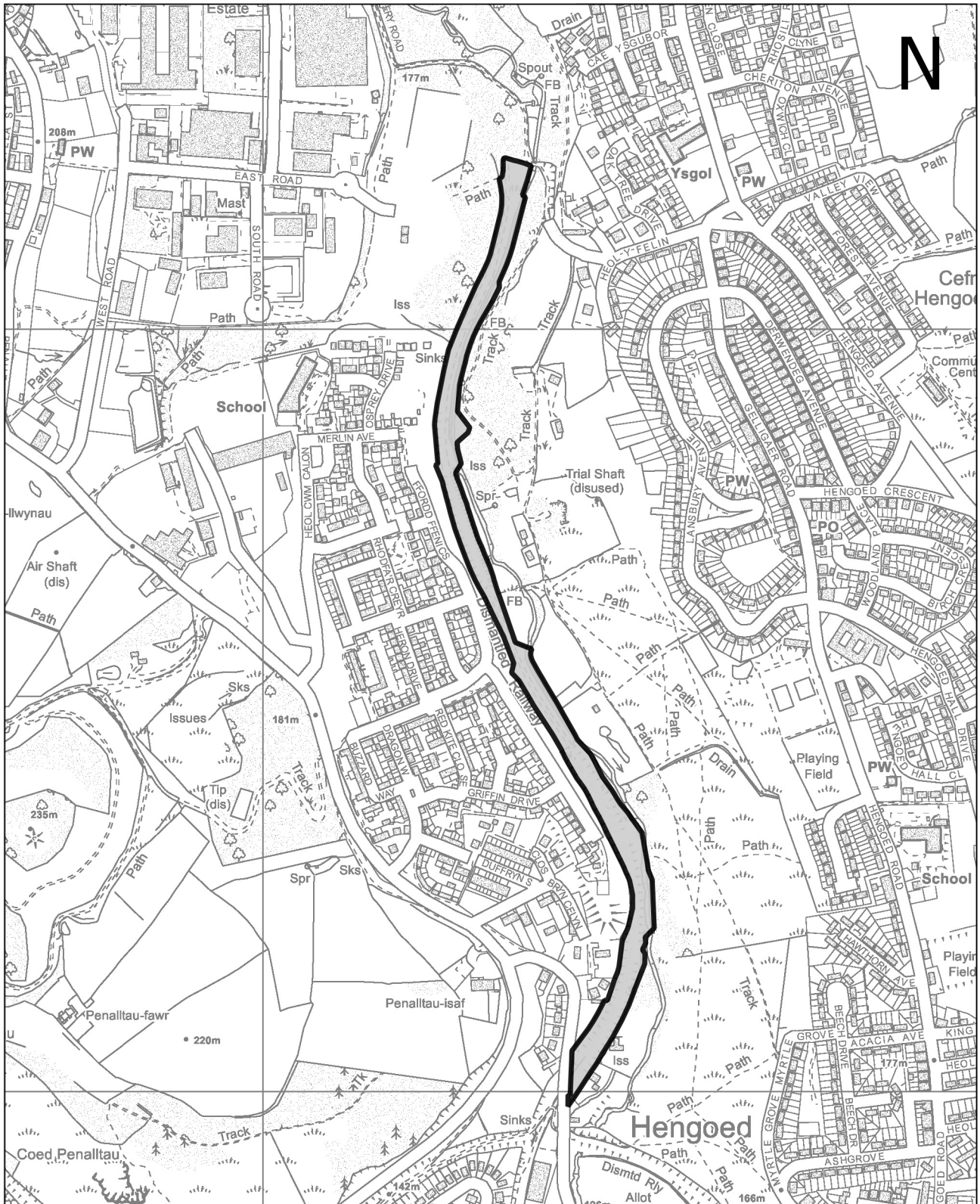
The application has been advertised on site and 70 neighbouring properties have been consulted. One letter has been received requesting could the cycle path leading from the LEAP face the opposite direction. He suggests that all foot traffic comes from the Pottery Lane end (and across bridge lower down the old mineral line) and shortening the walking distance may be beneficial and encourage more usage of footpaths. However, he appreciates there may be technical reasons why this proposal could not be considered.

In response, the Masterplan indicated the provision of four new links down onto the cycleway but early on in the construction of the development it was obvious that given the steep gradient of the embankment not all of these links could be achieved. Following detailed discussions with the Redrow Design team, only two connections were considered acceptable in engineering terms and suitable connections to the cycleway. The Transportation Engineering Manager has already approved final plans submitted in respect of the details required by condition 9 referred to above and construction in respect of the same has commenced.

It is therefore recommended that the submitted details, notwithstanding works have already begun on site, reflect the details agreed with this Council's Highways Division and as such Condition 9 may be discharged subject to works being carried out in accordance with the agreed details. In addition the amendments in respect of the connection links from the cycle track to Cwm Calon, from the four links indicated on the approved Masterplan, whilst reduced in number to two, is as a result of site constraints and provide a pragmatic solution in terms of the engineering works required to provide the cycle path links and are acceptable in terms of their location and design.

**RECOMMENDATION:** That the submitted cycle track details are approved.

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