Matters Arising Changes Representation Form

As part of the Examination into the Cardiff Local Development Plan (LDP) a number of Matters Arising Changes have been proposed to the LDP. These changes are set out in the Matters Arising Changes Schedule. This is your opportunity to comment on the Matters Arising Changes. All comments previously made at Deposit stage have already been considered by the Inspectors and so this form should only be used to comment on the Matters Arising Changes.

All completed forms should be returned by midnight on 23rd July 2015 to: LDP Team, Room 131, City Hall, Cardiff, CF10 3ND, or email LDP@Cardiff.gov.uk

Also available for comment are the Sustainability Appraisal and Habitats Regulations Assessment of the Matters Arising Changes at www.cardiff.gov.uk.

PART 1: Contact details

<table>
<thead>
<tr>
<th>Your/ your Client's details</th>
<th>Agent's details (if relevant)</th>
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<tbody>
<tr>
<td>Title:</td>
<td>Mr</td>
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<tr>
<td>Name:</td>
<td>Michael Sherwood</td>
</tr>
<tr>
<td>Job title: (where relevant)</td>
<td></td>
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<tr>
<td>Organisation: (where relevant)</td>
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<td>Address:</td>
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<td>Telephone no:</td>
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Please note that all representations will be made available for public inspection and cannot be treated as confidential. However to ensure data protection we will remove personal details from publically accessible documents.

Signed: [Redacted] Date: 24 June 2015
PART 2: Commenting on Matters Arising Changes

| Which Matters Arising Changes do you wish to comment on (Please refer to the Matters Arising Changes Schedule) |
| Matters Arising Changes reference (e.g. MAC 1) |
| MAC 38 5.228 | Support/Object (Delete as appropriate) |
| MAC 38 5.229 | Support/Object (Delete as appropriate) |
| MAC 38 5.231 | Support/Object (Delete as appropriate) |
| MAC 39 | Support/Object (Delete as appropriate) |

If you are objecting to a change it would be helpful if you could indicate which Test of Soundness you consider it to fails (Please refer to guidance note).

CE 1 and CE 3

Please note if you do not identify a test it will not mean your comments will not be considered.

PART 3: Your Response

Your comments should be set out in full and relate to the Matters Arising Changes only.

Please use the space provided to set out your representation. Please be explicit as to which ‘matters arising change’ your comments relate to.

(Continue on a separate sheet/expand box if necessary)

Regarding MAC 38.

A lot of time was spent at the enquiry discussing transport matters. The council in responding to MAC 38 have simply exchanged one set of very woolly proposals for another set of equally woolly proposals. Specifically the response does not seek to ensure the transport improvements will lead the likely demand that there will be for them. As was mentioned again and again at the enquiry if the public transport systems are not in place and functioning before development takes place then the council will face the near impossible task of converting people back onto public transport. In the intervening period the residents of Cardiff will face massive gridlock for a large part of each day. This will make Cardiff a very unattractive city and the chances of winning inward investment will be minimised. Representors at the enquiry asked for more certainty about the timing, phasing and funding of the transport solutions and none is evident in the MAC 38 response. Much of the MAC 38 response seems also to ignore practical considerations made by representors at the enquiry. Much time was given over to discussion of the A4119 for example. Yet this is
designated on the plans as both a transport corridor and principal cycle route yet there is no hint as to how this will be achieved on a relatively narrow (very narrow in parts) and twisty road. One is left with the feeling of the MAC 38 response simply being words on paper with no clue as to how it can be made to work in the real world. Exactly the same criticism can be levelled at the “bus gate” for J33, it was pointed out at the enquiry that the junction is already beyond capacity at rush-hour with 3 mile tailbacks to the west of the junction common on most days of the year. Further access onto the junction cannot possibly help this and once through the gate the buses will simply add to the pressure on the A4232, again already over capacity during the rushhour.

Regarding MAC 39
The regional Metro will be essential to the city if gridlock is to be avoided in the future. While it is good to see its inclusion in the LDP the plan is still far too vague about the timescale for implementation and the funding mechanisms. As Written MAC 39 does not have enough teeth to assure the people of Cardiff and surrounding areas that they will get the metro system and that the routes are absolutely to be protected by compulsory purchase if required until it is built.
PART 4: What Happens Next?

All comments received by the closing date will be forwarded directly to the Inspectors for consideration; noting that they will not receive a response from the Council. Should the Inspectors decide that further hearing sessions are necessary please indicate whether you would want to speak at a session. It is important to note that written comments will be given the same weight by the Inspectors as those made verbally at a hearing session.

4a) Do you want your comments to be considered by ‘written representations’ or do you want to speak at a hearing session?

(Please tick ✓ one of the following)

I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.

I do want to speak at a hearing session.

4b) If you wish to speak, please confirm which part of your representation you wish to speak to the Inspector about and why you consider it to be necessary to speak at the Hearing

MAC 38
Most of the public enquiry returned to the transport question again and again. In my view the council response is totally inadequate and fails to answer in any meaningful way any of the issues raised by representors at the enquiry. The consequences of getting this part of the LDP wrong will bring chaos to the city for over a decade. If the LDP is not significantly strengthened in this area then it will be essential to ask the WAG to call the plan in for further scrutiny. This in turn will lead to further cost and delay.
The Matters Arising Changes Schedule is available on the Council website at: www.cardiff.gov.uk Hard copies are also available for public inspection during the consultation period at: City Hall, Cathays Park and County Hall, Atlantic Wharf, Monday to Friday between 9.00am and 4.00pm. They will also be made available at all local libraries.

Additional Assistance

If you require assistance to complete the form or have any questions relating to your representation please contact:

LDP Team,  
Strategic Planning – Policy  
Cardiff Council  
Room 131  
City Hall  
Cathays Park  
Cardiff  
CF10 3ND

Telephone: 029 2087 1297  
E-mail: LDP@cardiff.gov.uk

Tests of Soundness

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<tr>
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<th>Procedural Tests</th>
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<tbody>
<tr>
<td>P1</td>
<td>It has been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme.</td>
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<td>P2</td>
<td>The plan and its policies have been subjected to Sustainability Appraisal including Strategic Environmental Assessment.</td>
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<th>Consistency Tests</th>
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<tr>
<td>C1</td>
<td>It is a land use plan which has regard to other relevant plans, policies, and strategies relating to the area or to adjoining areas.</td>
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<td>C2</td>
<td>It has regard to national strategy.</td>
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<td>C3</td>
<td>It has regard to the Wales Spatial Plan.</td>
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<td>C4</td>
<td>It has regard to the relevant community strategy/ies (and National Park Management Plan).</td>
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<th>Coherence and Effectiveness Tests</th>
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<tr>
<td>CE1</td>
<td>The plan sets out a coherent strategy from which its policies and allocations logically flow and/or, where cross boundary issues are relevant, it is compatible with the development plans prepared by neighbouring authorities</td>
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<tr>
<td>CE2</td>
<td>The strategy, policies, and allocations are realistic and appropriate having considered the relevant alternatives and/or are founded on a robust and</td>
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<td>CE3</td>
<td>There are clear mechanisms for implementation and monitoring.</td>
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<td>CE4</td>
<td>It is reasonably flexible to enable it to deal with changing circumstances.</td>
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