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><strong>Title:</strong></td>
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<tr>
<td><strong>Name:</strong></td>
<td>Helena Fox</td>
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<tr>
<td><strong>Job title:</strong> <em>(where relevant)</em></td>
<td>Clerk to R&amp;MCC</td>
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<tr>
<td><strong>Organisation:</strong> <em>(where relevant)</em></td>
<td>Radyr &amp; Morganstown Community Council (2524)</td>
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<td><strong>Address:</strong></td>
<td>Old Church Rooms</td>
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<td>Park Road</td>
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<td>Radyr</td>
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<td>Cardiff CF15 8DF</td>
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<tr>
<td><strong>Telephone no:</strong></td>
<td>02920 842213</td>
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<tr>
<td><strong>Email:</strong></td>
<td><a href="mailto:clerk@radyr.org.uk">clerk@radyr.org.uk</a></td>
</tr>
</tbody>
</table>

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:** July 22 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)

- MAC1 Object
- MAC4 Object
- MAC5 Object
- MAC5 (Appendix 2) Object
- MAC 8 Object
- MAC37-39 Object
- MAC56 Object

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).

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<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 credible evidence base.</td>
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<tr>
<td>CE4</td>
<td>It is reasonably flexible to enable it to deal with changing circumstances.</td>
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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.
R&MCC supports the full response prepared and submitted on behalf of the North West Cardiff Group. We repeat the NWCG’s General Comments for emphasis.

**General Comments**

1. The Inspectors’ fundamental and legitimate questions on transport, phasing and infrastructure for the scale of development proposed for NW Cardiff remain unanswered. (MAC37-39 for T1-9; MAC4 KP1; MAC5 KP2; MAC8 KP6)

2. If Cardiff and the developers are confident that they can deliver the LDP by 2026 then they should have no fear of phasing development with infrastructure as advocated by Cardiff Civic Society, because it will work. That they refuse to do this suggests they are not confident of delivery. (Tests of Soundness CE2, CE3, CE4)

3. The MAC amendments to the DLD do not make the Plan a sound blueprint for development. (Tests of Soundness CE2, CE3, CE4). (MAC37-39 for T1-9; MAC4 KP1; MAC5 KP2)

4. Despite the hundreds of voluntary and paid hours worked by all parties involved in this LDP process no notice has been taken of our valid representation and no fundamental changes have been made to the Plan. (MAC1, para 1.6 ‘Consultation’)

5. The MAC talks about bus-based rapid transit (BRT) but what is proposed is conventional bus services on roads with sections of bus lane that lack the capacity or speed advantage to deliver the 50:50 modal split. Cardiff itself acknowledges that ‘neither land nor other resources are likely to be available in Cardiff for the adoption of bus rapid transit in the short to medium term’ (Cardiff Bus Network Study, Cardiff Council and Cardiff Bus, November 2014). (MAC37-39 T1-9)

6. BRT is defined as “a high-quality bus-based transit system that delivers fast, comfortable and cost-effective urban mobility through the provision of segregated right-of-way infrastructure, rapid and frequent operations and excellence in marketing and customer service.” (The BRT Planning Guide, Institute for Transportation & Development Policy, June 1 2007). BRTuk’s more detailed description of a proper BRT network is shown in Appendix 1 (MAC37-39 T1-9)

7. At the Hearings we objected to the conflation of BRT, bus corridor enhancements and rapid transit corridors. The MAC has made the situation even worse and weakened the language with a lack of precision in the use of transport terminology which is not helpful or clear. This is clearly a fudge made necessary because there is no proper strategy or phased direction of travel. The proposals are a very long way from the BRT definitions above and in Appendix 1 (MAC37-39 T1-9) (MAC56 C8-C10).

8. It is a huge frustration and disappointment to us and our communities that Welsh Government has forced Cardiff Council into a situation which is unreasonable and damaging to our capital city.

9. The Plan should and could have aimed to create a bigger, better, more sustainable Cardiff that
was fully supported by infrastructure including an integrated public transport system provided in-phase with development. (MAC4 KP1)

10. The elephant in this Plan is that it is distorted by the pressure from Welsh Government to deliver over 41,000 new homes and all associated development by 2026. No one believes that that rate of construction can be achieved. (MAC4 KP1)

11. By forcing Cardiff to put a quart in a pint pot by 2026 it cannot include the essential transport infrastructure, like the Metro that Cardiff acknowledges it needs to achieve a 50:50 modal split. The Plan is thus neither honest nor sound. (Tests of Soundness CE2, CE3, CE4)

12. Planning should be evidence-based but the MAC ignores the new evidence presented at the Hearings. It was demonstrated that to deliver the 50:50 split effective transport capacity will be needed for tens of thousands of people in NW Cardiff not the few hundred that an extended bus service could carry. (MAC37-39 T1-9)

13. The evidence at the Hearings from Cardiff Bus showed that no work has been done to assess the vehicle numbers and capital/revenue costs of the hundreds of extra bus vehicles needed. (MAC37-39 T1-9)

14. The developers say, and Cardiff Council agrees, they can deliver sustainability by building self-contained communities without any solid evidence that they can or that it has been done anywhere else. We know of no European example of such a self-contained community. Most existing and new employment in Cardiff will be in central and southern parts of the city. (MAC5 KP2)

15. If the Plan at C7 (MAC56) can specify phasing of education provision per 700 dwellings why is this not possible with the more fundamentally important transport provision? We support the phasing suggested by Cardiff Civic Society for Strategic Sites C, D and E: no development before mode/route is known, 1,000 houses before delivery timetable and funding is finalized and a total of 2,400 houses in NW Cardiff before the rapid transit is operational and not more before the Metro is in place. These should be added to new policy KP2(C-E). (MAC5 Appendix 2 KP2(A-H)

16. A segregated rapid transit system cannot be left to preparation of the Strategic Development Plan for the Cardiff City Region because retro-fitting the scale of infrastructure required will simply not be possible unless the land requirements for the routes and stations/stops are known. (MAC37-39 T1-9)

17. Planning to develop Strategic Sites from the highway edges inwards and towards open country, as set out in Policies KP2(A-H), is not phased development. It is simply the pragmatic sequence preferred by developers and does not guarantee a sustainable community. (MAC5 Appendix 2 KP2(A-H).

18. We share Cardiff Civic Society’s reservations along with those of Mark Drakeford, AM and Kevin Brennan, MP about Site C north of the A4119 and south of Pentrebane Road which are not sustainable areas and which will develop as car-dependent commuter outer suburbs. We propose deletion of these unsustainable parts of Site C which will be remote from the future...
fixed-track rapid transit. (MAC5 Appendix 2 : KP2(C))

19. We share Cardiff Civic Society’s reservations along with those of Mark Drakeford, AM and Kevin Brennan, MP about Sites D and E and the reserve site which together will swamp Creigiau. Their early development will not allow the retro-fitting of proper segregated rapid transit or the development of an effective park and ride thus inhibiting embedding sustainable travel habits from the outset. We would like to see the whole of Site E omitted from the LDP. (MAC5 Appendix 2 : KP2(D, E))

References


Appendices

Appendix 1

Bus Rapid Transit UK : http://www.brtuk.com/

What is Bus Rapid Transit?

"Bus Rapid Transit (BRT) is a term used to describe a wide range of bus based transportation systems. There is still some debate as to what exactly qualifies as BRT. One of BRT’s strengths is that it is flexible and adaptable making it hard to define. It is widely accepted that BRT bridges the gap between an ordinary bus and a light rail transit (LRT) system. There are a number of characteristics which BRT systems should and do feature. The best systems have them all in abundance, most offer a mix appropriate to the situation. They include:-

Segregation: This could be from all traffic or just general traffic. Measures should be appropriate to the environment and the situation. The key thing is ensuring BRT vehicles can bypass congestion.

Flexibility : All BRT systems are different but many allow different bus services to join and leave the routes at different points. Operations can be changed to complement changes to demand in the area.

Priority at intersections: Modern technology allows signals to detect an approaching vehicle and either extend a green light allowing it through or change the signals altogether.

High quality infrastructure: Shelters with real time information, CCTV, lighting, seating, help points, off board ticket machines, made from premium materials in an improved environment.

High demand routes: Occupies a transport corridor along which people want to be transported. Some BRT systems carry up to 40k passengers per hour!

Integration: Forming part of a wider network which may feature trams, ordinary buses, heavy rail and active modes like cycling and walking. Most systems feature large park and rides which many people forget is an interchange in itself.
Distinct branding: Distinctive brand supported by liveries and street furniture help differentiate BRT from a conventional bus system and attract new passengers.

High quality vehicles: Comfortable seating and standing facilities, wifi, multiple access points, level boarding are just a few of the things the best systems have. They should be quiet, low or zero emissions and clean!

High quality stops: Seating, ticket validation machines, real time passenger information, help points, CCTV and where appropriate cycle facilities.

Smart ticketing: Oyster card style systems allowing seamless transition between different services and modes work best. More recently systems have begun to offer contactless card payments and mobile phone ‘e-ticketing’.

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)

We 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

We wish to be able to speak to all the points raised above and to participate in discussions on any points raised by other parties to this consultation.

R&MCC represents almost 7,000 residents in Radyr & Morganstown and has been an active participant and contributor to the LDP process to date.
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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<thead>
<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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<tr>
<td>C2</td>
<td>It has regard to national strategy.</td>
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<tr>
<td>C3</td>
<td>It has regard to the Wales Spatial Plan.</td>
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<tr>
<td>C4</td>
<td>It has regard to the relevant community strategy/ies (and National Park Management Plan).</td>
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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>
</tr>
<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 credible evidence base.</td>
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Please find attached R&MCC’s response to the MAC consultation.

Please keep this response separate and treat as a separate response from the one I will be sending shortly from the North West Cardiff Group.

Many thanks,

Helena

Helena Fox
Clerk to Radyr & Morganstown Community Council

Tel: 029 20 842213
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