Cardiff County Council
Local Development Plan 2006 - 2026

Additional Matters Arising Changes October 2015
Representation Form

As part of the Examination into the Cardiff Local Development Plan (LDP) additional Matters Arising Changes have been proposed to the LDP. These changes are set out in the Matters Arising Changes Schedule (October 2015). This is your opportunity to comment on these proposed Matters Arising Changes (MACs). All previously submitted comments have already been considered by the Inspectors and so this form should only be used to comment on the October 2015 Matters Arising Changes.

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

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Signed: [Blacked out], Date: 23rd November 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)

MAC5

Object

Support/Object (Delete as appropriate)

Support/Object (Delete as appropriate)

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

We doubt whether the points we make go to plan soundness. They should make the plan perform better which is the primary objective now given the need to deliver the growth the plan proposes.

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PART 3: Your Response

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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)

We have three points to make on the additional changes proposed:

The first is that the new paragraphs beneath 4.54 are generally helpful, but the key points could be expressed more clearly and succinctly. This would allow the plan to emphasise:

a) The role and function of the infrastructure plan
b) The requirement for infrastructure provision to be proportionate (in terms of scale and relative contribution)
c) The distinction between infrastructure types
d) The need for urgent delivery especially in the early stages
e) The status of the schematic frameworks
The second point underscores our comments on MAC8 (about policy KP6). The definitions inserted there (on page 20 of the further MACs document) raise concerns about the way in which the Council expects infrastructure to be delivered. This is particularly the case given that the text referred to above makes it clear that most of what will be required will be delivered through section 106 agreements/planning obligations.

To address these concerns, it needs to be made clearer – especially for sites D and E - that not only will infrastructure be phased but that delivery and contribution will be proportionate. This will avoid some land being overburdened either overall or at the beginning of the scheme. Alternatively, if this overburdening is to be sanctioned (or considered by any party) for any item of infrastructure – it needs to be made clearer that other obligations will be adjusted.

The third point is that the policy continues to be too long and too prescriptive. We made some comments on how it can be shortened in our response to the first set of MACs. We continue to recommend these changes now. They are repeated below to avoid the need for cross referencing:

"KP2(D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU"

Land is allocated:

(i) North of Junction 33 on the M4, as defined on the Proposals Map, for a mixed-use development of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site;

and

(ii) South of Creigiau, as defined on the Proposals Map, for a housing-based scheme of approximately 650 homes representing a southern extension to the village

Essential, enabling and necessary supporting infrastructure will be delivered in a phased manner and will include:

**Essential/ Enabling Infrastructure**

- Transport & Highways:
  - Strategic park and ride facility and public transport node North of Junction 33;
  - Provision of new bus-based Rapid Transit Corridors linked to the Western Bus Corridor, to other routes within the North West Rapid Transit Corridor and to RCT;
  - Extended bus networks with more frequent and reliable services;
  - Improve the Llantrisant Road/ Cardiff Road junction

- Walking and cycling:
  - On and off-site measures to provide a network of high quality, safe, attractive and convenient
routes;
- Provide a safe crossing of Llantrissant Road;
- Creating an east-west connection between Public Rights of Way (Footpaths numbered 10 & 18)

**Supporting Infrastructure**

- 1 Local Centre with community facilities within Site D;
- Education: 1-2 new Primary Schools with 1 located in or adjacent to Local Centre in D, and financial contribution to existing Secondary Schools;
- Open Space including formal recreation, playgrounds, a teen facility, and allotment site;
- Improved community facilities in the existing neighbourhood centre in Creigiau to provide new facilities

*Development shall be undertaken in a comprehensive manner and accord with the following key masterplanning requirements (as shown, where appropriate, on the Schematic Framework):*

- Reflect the relationship between the sites but exclude through traffic between them
- Provide a range of housing densities;
- Retain a safeguarded corridor through the site for the Metro;
- Make provision for the future expansion of site D;
- Exclude vehicular access onto the M4 except for part of the park and ride facility and the business area situated adjacent to the junction;
- Provide a landscape buffer between employment and residential uses and along the boundary of the M4;
- Provide safe and convenient pedestrian/cycle links between the site and Creigiau village including links with existing Rights of Way;
- Respond to biodiversity to create a network of new or protected and retained open spaces which will link habitats and provide opportunities for play and local connectivity and sustainable drainage;
- Respond to heritage assets including the Listed Buildings of Pencoed House, Church of St Elidileym and the Old Forge;*

In terms of the text after the proposed policy, we only have comments on paragraphs 5 and 9 which we recommend should be simplified to read as follows:

"5. Rapid Transit Corridors within the site North of Junction 33 will be bus-based and priority measures will be provided at appropriate locations within the site to allow bus rapid transit to avoid queuing traffic. Bus based Rapid Transit Corridors will link the site to the Western Bus Corridor and will support increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural 'desire lines' of people making trips on foot and by bicycle.

9. Search area B (to the west of the site to the north of junction 33) is not included within the Strategic Site allocation. This would only be triggered if necessary through future Plan review following annual monitoring indicating that the provision of new homes is proceeding beyond anticipated rates and justifies such a release within the last years of the plan period. Therefore, it is considered premature to factor in potential detailed infrastructure and masterplanning matters at this juncture relating to this land although the schematic framework identifies potential access to the site. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period."
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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. See below

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 are sure that no further hearing sessions will be necessary on this point and generally. However, given our experience of strategic site D and our role in its promotion, if an additional session is required we can make a positive contribution and would wish to attend.

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**Signed:** [Redacted]  
**Date:** 23rd November 2015  

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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)

MAC8............................... Object

....................................... Support/Object (Delete as appropriate)

....................................... Support/Object (Delete as appropriate)

....................................... 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).

We doubt whether the points we make go to plan soundness. They should make the plan perform better which should be the primary objective now given the need to deliver the growth the plan proposes.

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The chief concern with the MAC concerns the description of the categories. As drafted this implies – especially on category 1 – that essential infrastructure needs to be in place before or at commencement of development. This does not reflect the discussion at the extra examination sessions. That discussion recognised that the discussion was about the nature of what was proposed rather than (just) its timing. The discussion also clearly concluded that some of this essential infrastructure would be provided on a phased basis or in a sequence which means it comes with or alongside development rather than before it is commenced or occupied.
This is an important point, simply because it goes to how a lot of this infrastructure will be delivered and funded.

It may be an assumed position by the Council (as a common sense issue) or one which will be addressed on a scheme by scheme basis. However, we would be much more comfortable if the plan was adjusted.

There are two ways this could be done.

The first would be an attempt to redefine the two categories. This would make it clear that the categories were about what is provided rather than the time it is provided.

This could be done by removing the following wording:

“those items which will need to be delivered prior to, or from the commencement of the relevant phases of development” from category 1

and

“items which need to be phased and implemented alongside new development to ensure that areas are served with appropriate facilities over time” from category 2.

The alternative would be to delete the definitions or expanding the main body of the text (above the two bullet points).
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Support

Support/Object (Delete as appropriate)

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There is helpful clarification on the “50:50” point in this MAC – especially with respect to the staged contribution and performance of the strategic sites. As agreed at the additional examination sessions, the fact that the modal split is county/city wide and is a target for the plan period should be made clearer. This clarification should be included at the beginning of the new paragraph proposed after 4.105 so it reads:

“In order to mitigate transport impact and to help achieve the city wide 50:50 modal split target over the plan period...."
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........................................ Support/Object (Delete as appropriate)

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........................................ 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).

We doubt whether the shortening of the monitoring framework goes to plan soundness. It should, however, make the plan perform better which is the primary objective now given the need to deliver the growth the plan proposes.

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)

Following the shorter discussion at the additional hearing session we continue to recommend a reduction in the scale of the monitoring framework. The changes proposed by the Council do help to define what will be measured (for a selected number of measures) but the whole framework remains a very long document that will require significant regular attention.

Our comments at the (first) MAC stage remain relevant and would see a shorter and more effective framework. They can accommodate the changes proposed (now) and are repeated below for ease of reference and remain relevant.

"The Council has clearly spent some time considering the comments made at the examination session on monitoring (and the other sessions when indicators were raised). This has resulted in the preparation of a lengthy monitoring framework which broadly follows the main objectives of the LDP."
As for the work on transport, we might have approached this differently and re-categorised (and re-prioritised) and reduced the indicators. Particular targets would be:

a) EC14-22 which concern transport and modal split. Here we would suggest a collection of indicators under EC14 as they will all effectively contribute to the improvements in modal split. The collection would allow a more considered view on where action was most required (or would pay the biggest dividend).

b) SO1 – 4 which measure overarching housing delivery. These are essential tier 1 indicators and need to feature at the top of any list or framework. The corrective action column (the 6th) needs to go beyond just “plan revision” and refer to the positive action the Council could take through the development management process to unblock or accelerate delivery (as the first remedy).

c) SO14 and SO21 which are the (total and affordable) targets for Site D. These are challenging but achievable although the phasing of affordable provision may need to be applied flexibly especially in the early years of the plan and the scheme. The quantum (and timing) of affordable housing will of course depend on mix (which needs to be applied flexibly as made clear in other comments on the MACs).

d) SO25 which is an unexplained variation on (citywide) affordable provision. We do not understand this point and cannot see the need for it or its relationship to SO3.

e) SO26 on activation of flexibility. The approach needs to be more clearly explained. We assume that additional releases will be sanctioned or considered should there be a failure to achieve rather than an exceedence of requirements. It would also help if this section confirmed at what scale or release plan revision will be required (on the basis that smaller additional releases might not trigger a review, but larger ones might).

f) SN12 which is (basically) the measurement of the success of KP2. We must assume that development will be managed through the development management process – and that planning permissions and planning controls will exist to perform this task. The indicator therefore become unnecessary (and is very subjective in any event).

g) SN13 a small point but an annual review of the IP could be onerous. It may be better to do it on a two year basis which would also tie in with proposed housing delivery measurement timescales.

These points are meant to be helpful and could be implemented quickly without disturbing the overall intention behind the Council’s framework. They do not raise issues of soundness and need not trigger further discussion.”
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. See below

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 are sure that no further hearing sessions will be necessary on the monitoring framework or generally. However, given our experience of strategic site D and our role in its promotion, if an additional session is required we can make a positive contribution and would wish to attend.

The Matters Arising Changes Schedule (October 2015) is available on the Council website at: www.cardiff.gov.uk. Hard copies are also available for public inspection during the consultation period at: 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 422
County Hall
Atlantic Wharf
Cardiff
CF10 4UW

Telephone: 029 2233 0983
E-mail: LDP@cardiff.gov.uk

### Tests of Soundness

<table>
<thead>
<tr>
<th></th>
<th><strong>Procedural Tests</strong></th>
</tr>
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<tbody>
<tr>
<td><strong>P1</strong></td>
<td>It has been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme.</td>
</tr>
<tr>
<td><strong>P2</strong></td>
<td>The plan and its policies have been subjected to Sustainability Appraisal including Strategic Environmental Assessment.</td>
</tr>
</tbody>
</table>

#### Consistency Tests

| **C1**         | It is a land use plan which has regard to other relevant plans, policies, and strategies relating to the area or to adjoining areas.                                                                                      |
| **C2**         | It has regard to national strategy.                                                                                                                                                                                  |
| **C3**         | It has regard to the Wales Spatial Plan.                                                                                                                                                                             |
| **C4**         | It has regard to the relevant community strategy(ies) (and National Park Management Plan).                                                                                                                             |

#### Coherence and Effectiveness Tests

| **CE1**        | 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. |
| **CE2**        | 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.                                      |
| **CE3**        | There are clear mechanisms for implementation and monitoring.                                                                                                                                                        |
| **CE4**        | It is reasonably flexible to enable it to deal with changing circumstances.                                                                                                                                          |