



# **Radyr & Morganstown Community Council**

## **Cyngor Cymuned Radur a Threforgan**

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LDP Team  
Strategic Planning  
Cardiff Council  
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November 26, 2013

Dear Mr Clemence,

### **A Joint response to Cardiff's Deposit LDP**

The Community Councils of Cardiff make a number of observations on common concerns arising from the Deposit LDP (DLDP). Individual responses are submitted separately.

#### **1. Phasing and Regional Development**

- 1.1** We are concerned that the timing of the LDP process risks being out of alignment with the development of SE Wales and the Cardiff city region.
- 1.2** The DLDP references the coming regional approach but does not include explicit planned provision to cater for the transitional period that makes sense in a sub-regional context.
- 1.3** We ask that development of the strategic sites be delayed and phased to align with the coming regional plans and legislation or, if that is not possible, phased so that housing is not occupied until a sustainable rapid transit service is provided.
- 1.4** The Welsh Government accepts now that a regional approach is needed, illustrated by the £62M budgeted for Cardiff Capital Region Metro over the next three years as part of a new integrated public transport system.
- 1.5** The Ministers for Housing and Regeneration and for Economy, Science and Transport have both confirmed that a cross-boundary regional approach is needed.
- 1.6** The Metro, the Planning Reform and Planning Consolidation Bills and future rounds of European funding emphasize the importance of planning strategically for the whole of the new Cardiff city region.
- 1.7** The LDP should embrace this huge opportunity by carefully and strictly phasing development to enable strategic sites to work with and benefit from the Metro and other regional initiatives.

#### **2. Infrastructure**

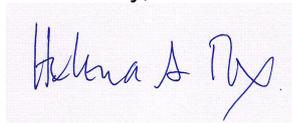
- 2.1** In a recent BBC4 television programme (*Dreaming the Impossible: Unbuilt Britain: Glass Houses*) the architect Norman, Lord Foster said, “The most important thing about a city, the most important thing about the way people come together, is infrastructure. The infrastructure of a city is infinitely more important than the individual buildings. Think of it as the urban glue that binds the buildings together. It’s the quality of the infrastructure - the public spaces, the boulevards, the bridges, the public transport, the squares - that’s the experience that we, whether we live in the city or whether we visit it, carry with us; that determines the quality of life.”
- 2.2** The DLDP makes many references to Cardiff’s quality of life. The LDP vision is that ‘by 2020 ... Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving city-region’ (‘What Matters’ Strategy 2010-2020). That is an exciting and laudatory aspiration. It cannot happen without delivering an equally aspirational infrastructure which must also be realistic and achievable.
- 2.3** We know that funding for big infrastructure projects is complex and cannot be wholly Cardiff Council’s responsibility. Now that the Welsh Government has been granted borrowing powers from 2016 to increase capital investment and will have the power to levy stamp duty, it will be in a stronger position to fund and support regional infrastructure plans.
- 2.4** Developer contributions to infrastructure are an essential element of the complex funding. An ineffective infrastructure plan will create congested, poorly serviced areas of Cardiff where people do not want to live and developers do not want to build.
- 2.5** In the Preferred Strategy it was explicit that infrastructure must be in place before development started. In the DLDP that has been weakened and replaced with ‘timely provision’ which, in the context of a plan of this magnitude, is close to meaningless. Yet there is a commitment in the Masterplanning Site Specific Principles for the Strategic Sites to ‘ensure frequent public transport provision is in place prior to residential occupation of the site’. If there was a dispute about delivery of an infrastructure project, which policy document has precedence? We consider that reliance on subsequent assessment and data to resolve the provision of elements essential to key policy means that the plan clearly fails to meet the soundness test. It is vital that this wording is strengthened following discussions with the Welsh Government, SEWTA, adjacent unitary authorities, Network Rail, transport operators, and landowners so that the final LDP provides greater certainty.

### **3 Transport**

- 3.1** In consultations with our local communities, transportation is by far the primary concern. Independent professional transport surveys have been conducted in NW Cardiff and NE Cardiff and the Community Councils of St Fagans, Radyr & Morganstown, Lisvane and Pentyrch have submitted these separately. Where is the evidence that the transportation infrastructure demanded by the LDP is deliverable and sound?

This is a time for bold planning, for looking 50 or 100 years into the future. To miss such an opportunity due to the constraints of the time line of the LDP would not be acting in the best interests of Cardiff’s population, now or to come.

Yours truly,



Helena Fox  
Clerk and Proper Officer

Cc Mark Drakeford, AM  
Kevin Brennan, MP  
Jonathan Evans, MP  
Julie Morgan, AM