



Masterplanning Response Form

As part of taking forward the Local Development Plan (LDP) to Deposit Stage, the Council is undertaking a masterplanning process for potential strategic sites to be included in the LDP. This will set out the guiding principles and provide a general framework for development of the sites should they be included in the Deposit Plan.

To help inform this masterplanning process, your views are sought on:

1. 10 Masterplanning General Principles

These will act as a framework for the development of the sites so they can create sustainable communities.

2. County-wide context maps

These show work in progress to define key features and potential infrastructure relating to the environment, local neighbourhoods and the strategic transport network.

3. Site specific issues

More detailed feedback is sought on site specific matters which will help determine which sites should be included in the Deposit LDP, what things need to be done to help address impacts and meet local community needs.

There is particular focus on the strategic sites set out in the Preferred Strategy (refer to table below) however there is also an opportunity to comment on any site in the Candidate Site Register.

Please use this form to set out your views on the masterplanning approach. Simply provide your comments to the questions asked. If you require additional space to answer any of the questions please use the blank sheet at the end. You **do not** have to answer all questions if you do not want to.

Please note that all representations received will be made available for public inspection, and cannot be treated as confidential.

Please also note that these events do not in any way predetermine decisions on site allocations in the Deposit LDP. Work relating to the masterplanning may assist informing considerations on the overall suitability or otherwise of sites to be allocated in the Deposit LDP. However, masterplanning work on a given site does not mean that site will be automatically included in the Deposit LDP. Decisions on allocations will reflect consideration of all material matters, evidence collected, wider feedback and will be presented to Council as part of the Deposit LDP documentation in September 2013.

Forms should be received by no later than **Friday 22nd March** and can be returned in the following ways:

- **At an event:** place in the response form return box at the event.
- **Online** at: www.cardiff.gov.uk (follow link Cardiff Local Development Plan>Latest News)
- **By post:** LDP Team, Strategic Planning, Cardiff Council, Room CY1, County Hall, Atlantic Wharf, Cardiff CF10 4UW

1. MASTERPLANNING GENERAL PRINCIPLES

The Masterplanning General Principles are intended to act as a framework for the development of sites so they can create new sustainable communities.

Having read the masterplanning general principles document, do you agree with the Council's approach to the 10 principles? Please give any additional comments on the individual principles in the box provided.

General Principle	Yes	No	Additional comments
1. Masterplanning	X		<p>We support the Masterplanning approach and applaud Cardiff Council for this innovation and its list of mechanisms, especially the phasing of site development.</p> <p>We continue to stress that infrastructure must be in place before development begins, as the LDP states and the masterplan requires.</p> <p>We want existing communities to be consulted on the masterplans of each strategic site so that they reflect local knowledge.</p> <p>We support the idea of Cardiff Civic Society (endorsed by Mark Drakeford AM and Kevin Brennan MP) that five-yearly assessments of the phasing are made so that development takes place at a rate appropriate to the economic and social needs of the time rather than being tied to an out-dated schedule.</p>
2. Development Density	X		<p>We support the principle of higher densities close to neighbourhood centres within the new strategic sites.</p> <p>What is the definition of facilities in this bullet point : "Focusing higher densities in areas with good access to local <i>facilities</i> – within 800 metres from people's homes". Does it include shops and schools?</p> <p>Density at boundaries between old and new communities should allow a clear demarcation between the two – see 6 below.</p>
3. Sustainable Transport Corridors	X		<p>Connections between the sustainable transport within strategic sites and in existing communities must be planned to <u>work well</u>.</p> <p>Where strategic sites have no existing public transport through them no new development, of whatever density, should rely on any services from existing communities.</p> <p>How will the masterplan deal with transport when access to public transport is only 800m from the closest part of the site? (See Site D below)</p> <p>The Taff Trail provides a green link between communities and into the city centre. It is an excellent example of a sustainable transport corridor.</p> <p>Is Network Rail a masterplan consultee? If not, why not since rail links are an important element?</p> <p>The final bullet point reads : "Safeguarding land to facilitate the effective delivery of sustainable transport corridors both within and</p>

			beyond development sites". We would prefer 'safeguarding' to be replaced by 'secure and purchase' to ensure that this land is available. This is particularly important for any new rail links.
4. Sustainable Travel Choices	X		<p>Will Cardiff Council have a policy on car use and parking to support sustainable travel?</p> <p>We can see how these goals can be achieved within the strategic sites but our concern is with the links to existing communities and their existing transport problems. Please see the R&MCC transport appraisal attached.</p>
5. Neighbourhood Centres	X		<p>Bullet point 6 : "Delivering high quality public realm to enhance the attractiveness of centres." We suggest this is replaced with : "Delivering high quality public realm and public space to enhance the attractiveness of centres."</p> <p>Public and community space should be emphasised and provided in the masterplan.</p> <p>Local communities in Cardiff have experience of s106 agreements that end in a loss of community land and/or facilities. We would like the masterplans to include land for community use that cannot be returned to the developer.</p> <p>We support the idea of Cardiff Civic Society (endorsed by Mark Drakeford AM and Kevin Brennan MP) that five-yearly assessments of the phasing are made so that development takes place at a rate appropriate to the economic and social needs of the time rather than being tied to an out-dated schedule.</p>
6. High Quality Sustainable Design and Distinctive Character	X		<p>An important element of Cardiff's character is its existing neighbourhoods with their own identities. Each strategic site should have its own identity to create a village atmosphere and continue this tradition.</p> <p>The quality of design and building materials will be important in achieving new communities which feel quickly established rather than temporary extensions.</p> <p>We support distinct boundaries between old and new communities. This is in no way to create a sense of 'them and us' but to encourage a local sense of identity and belonging.</p> <p>We hope that the masterplans for Cardiff learns from the best examples of greenfield developments, eg Milton Keynes.</p>
7. Integration with Neighbouring Areas	X		<p>As above, we support distinct boundaries between old and new communities. This is in no way to create a sense of 'them and us' but to encourage a local sense of identity and belonging.</p> <p>Boundaries between communities should be cohesive yet give a sense of entering and leaving each one. People moving between them should recognise when they have come home.</p> <p>The strategic sites are big additions to Cardiff. The NW Cardiff Site D plans for 7,500 new dwellings which is a small town in its own right. It should have its own identity and not be seen as a</p>

		<p>huge add-on to R&M and/or Fairwater and/or St Fagans. This can be aided by clear boundaries and a new design style for the new community.</p> <p>New communities should have new facilities and should not be expected to rely on sharing already over-full facilities in existing communities. Any shared facilities should be to the benefit of all. Again, this is not about 'them and us' but about ensuring that everyone has what they need where they need it.</p>
8. Strategic green open space corridors	X	<p>Cardiff benefits greatly from the large open green spaces in its centre and from the open farmland on its edges. The combined masterplans for the whole of Cardiff should continue this tradition and allow for significant green corridors to continue this important Cardiff tradition.</p> <p>The Taff Trail provides a green link between communities and into the city centre. It is an excellent example of a sustainable transport corridor.</p> <p>While we recognise that Pontcanna Fields is an exceptionally large open space we would like to see similar space included in and between all strategic sites.</p> <p>Strategic greenfield sites should plan to include wildlife corridors to maintain wildlife populations as far as possible. Plans should avoid islands of green space where species can be isolated.</p>
9. Landscape, biodiversity and historic features	X	<p>We support a green belt within and around Cardiff. Managed parks and amenity landscapes are no substitute for open countryside. A green belt preserves valued countryside that is integral to the identity of existing communities and provides long-term protection for vulnerable sites. Views of open countryside extending throughout the city must be protected as a valuable contributor to the quality of life for residents and visitors (Strategic Summary, point 6, LDP). We also value the city parks and green riversides which link communities with each other and the city centre.</p> <p>Cardiff's community council areas contain listed buildings, national monuments, conservation areas and St Fagans National History Museum. We expect to see clear statements on preserving protected sites in the Masterplan as well as the Deposit Plan.</p> <p>Cardiff Council must be resolute and vigilant in its supervision of developments near these sites. Developers do not place as much value on historic sites and flora and fauna as they do on bricks and mortar. Once a tree is felled or habitat destroyed they cannot be replaced. Protection and preservation of these sites must be mandatory and not reduced to tokens by developers.</p>
10. Resource Efficiency	X	<p>This is another issue where Cardiff Council must ensure that the masterplans are detailed and must be resolute in enforcement.</p> <p>We would like to see accepted ideas like green roofs and grey-water use and water-permeable parking for public buildings at the very least.</p>

		<p>We encourage the masterplans to require developers to meet high standards of energy and resource-efficient buildings. We accept that energy efficient building is costly and R&MCC has heard developers at stakeholder sessions and other meetings say they would not make enough profit building to these standards.</p> <p>Bullet point 2 : “Demonstrating how buildings are designed to cope with predicted future increases in global temperatures and heat wave incidents without the need for energy intensive air conditioning.” We would like to add : “Demonstrating how buildings and streets are designed to cope with predicted future increases in global temperatures and heat wave incidents without the need for energy intensive air conditioning.”</p> <p>Cardiff Council is developing a micro-generation scheme at Radyr Weir. We support that project and would welcome other similar projects elsewhere on the Taff.</p> <p>We would like Cardiff Council and the developers to consider local micro-generation schemes from renewal energy on suitable sites.</p>
<p>Any other comments</p>		
<p></p>		

2. COUNTY-WIDE CONTEXT MAPS

Maps on display will show work in progress summarising information relating to the environmental, neighbourhood and transportation context. These provide a spatial context for the consideration of issues in relation to individual sites.

Please provide any comments you might have on the maps such as:

- Additional information you think could be shown
- Any text which could be annotated to go with the map

County Wide Context Maps	Any comments
1. Environmental	No comment to make on this map.
2. Neighbourhood	Depending on the definition of 'community hall' several of these could be added in R&M : see 3.ii, page 8 There is a youth club at Radyr Comprehensive School. There is a gym at Radyr Comprehensive School open to the public at certain hours. Bethel Chapel is marked as a place of worship in Morganstown but is no longer in use. It now has planning consent to be converted into a house. Its graveyard is still in use.
3. Transportation	No comment to make on this map.

3 SITE SPECIFIC ISSUES

If you wish to comment on a number of sites please print off further copies of section 3 (pages 4 and 5).

i. Please identify which site you are commenting on: (please tick appropriate box)

	✓		✓
A. Cardiff Central Enterprise Zone and Regional Transport Hub		F. South of Creigiau	
B. Former Arjo Wiggins Works, Canton		G. North East Cardiff (West of Pontprennau)	
C. Former Gas Works, Ferry Road		H. North East Cardiff (East of Pontprennau)	
D. North West Cardiff	✓	I. Porth Teigr (Roath Basin South)	
E. North of Junction 33 on M4		J. South of St Mellons Business Park	
If other site (please state number and site name from candidate site register)			

ii. Please provide your address to help the analysis of findings?

House number / Name	Postcode
Old Church Rooms, Park Road, Radyr, Cardiff	CF15 8DF

iii In terms of your local knowledge and experience, please indicate what the existing provision is like near the site?

	Please ✓ appropriate box			Any further comments
	Good	Average	Poor	
ENVIRONMENTAL				
Play areas		✓		There are 3 areas in the three new housing estates + a MUGA in Radyr Gardens Is there a 4 th play area due at the Sidings?
Small local parks		✓		<ul style="list-style-type: none"> • Windsor Gardens • Pentwyn Park • Radyr Gardens • Parc Radur • Radyr Sidings
Large open spaces (eg. Heath Park)		✓		<ul style="list-style-type: none"> • Rough ground near cricket club : owned by Plymouth Estate • Golf club : large private space with 2 footpaths on edges • Hailey Park – Llandaff North
Recreational sports grounds		✓		<ul style="list-style-type: none"> • Mound Field : football/rugby pitches; skate park • Radyr Comprehensive School : all-weather pitch (open for public use at set times) • Cricket/football/athletic clubs on shared site (private) • Tennis club (private) • Golf club (private) • Hailey Park – Llandaff North • Rugby and running clubs (private) - Whitchurch
Wildlife / natural areas	✓			<ul style="list-style-type: none"> • Radyr Woods • Danybryn Woods • Forest Farm and canal-side open space and woodlands (SSSI) (Whitchurch) • Coed Pant-tawel • Bryn-Melin Woods • Gwern y Cegyryn Wood

				<ul style="list-style-type: none"> • Ancient Beech Wood (SSSI at quarry) • Quarry surrounds • Farmland north and south of M4 to west of R&M
Walking	✓			<ul style="list-style-type: none"> • Taff Trail (Whitchurch, et al) • Footpaths throughout R&M linking into neighbouring communities
cycling routes linking to the wider countryside			✓	Only cycle route west of the River Taff is new link to Hailey Park over the river
LOCAL NEIGHBOURHOOD				
Schools	✓			<ul style="list-style-type: none"> • Radyr and Bryn Deri Primary Schools • Radyr Comprehensive School • Nursery schools at both primaries (as of Sept 2013) • Private nurseries : 2 • Cylch Meithrin : nursery • (several mother/toddler groups)
Youth Centres			✓	<ul style="list-style-type: none"> • Radyr Comprehensive School. Closed in school holidays. Marked poor for limited provision <u>not</u> quality of provision. • Radyr Methodist Church : Tuesday Club
Sports facilities / Leisure centres			✓	<ul style="list-style-type: none"> • Radyr Comprehensive School : gym open to public for limited hours • Tennis club – private • Golf private – private • Closest council leisure centre is Fairwater
Health centres / dentists		✓		<ul style="list-style-type: none"> • Radyr Health Centre with other health services • 2 dentists in Radyr • 1 dentist and health centre in Danescourt
Local Shops		✓		<ul style="list-style-type: none"> • Station Road: bank, PO, chemist, newsagent, barber/hairdresser, dry cleaner, optician, café, estate agent, sandwich shop, gift shop, health/beauty, Spa • Park Road : hairdresser, café (projected) • Castle View : hairdresser, plumber, dentist • Morganstown : hairdresser • Pugh's : garden centre and retail outlets: vet, dog groomer, farm shop, pet supplies, outdoor equipment, horse supplies, clothing, aquatics, fire places, etc.
Supermarkets			✓	<p>None in R&M. Nearest: Asda at Coryton; Co-op at Danescourt, Tesco at A48/Gabalfa</p> <p>None is accessible from R&M without a car.</p>
Religious facilities			✓	Methodist Church, Christ Church in Wales
Community halls	✓			<p>All the following have their own use and are for hire:</p> <ul style="list-style-type: none"> • Old Church Rooms • Methodist Church • New School Rooms • Scout Hall • Guide Hall • Morganstown Village Hall

Libraries		✓		1 : newly refurbished
Waste / recycling facilities				None. Nearest is Waungron Road, Fairwater. Only accessible by car
TRANSPORTATION				
Public transport services		✓		Bus service into Cardiff only Train : Valley Lines
Dedicated bus lanes			✓	None
Access to bus stops		✓		Reasonable. Some with raised access
Access to rail stations			✓	Very poor now but Radyr station is due a new footbridge and 3 lifts to platforms by end of March 2014. Will make a huge difference for users. However, serious over-flow car parking problems for access to station caused by new development at Radyr Sidings and use by commuters from outside R&M.
On road and off road cycle routes			✓	Taff Trail : off road (for the most part). Trail itself is good but only one. On road : none. Roads are dangerous for cyclists because of poor road surfaces and parked cars
Facilities for walking journeys			✓	Taff Trail – well-maintained walking route into Cardiff or to north No other similar walking links to neighbouring communities. Footpaths are not always easily accessible all year round
Traffic conditions on local roads/at key junctions			✓	Serious congestion at peak travel times. See R&MCC transport appraisal attached which states: <ul style="list-style-type: none"> • There is no realistic solution to resolving the bottleneck experienced at Llandaff. • There is no realistic way of mitigating against the impact of additional development-generated traffic along Heol Isaf or Ynys Bridge. • There is no additional capacity at Radyr railway station to cater for additional footfall or trips via car. • The transport appraisal supports R&MCC's assertion that the roads and transport (public and private) in existing communities are barely adequate now and inadequate to cope with the demand that the LDP strategic sites will place on them.
OTHER				
Radyr & Morganstown Community Council	✓			Community council of 12 members established since 1884
Radyr & Morganstown Association	✓			Community association established for over 25 years
Community and voluntary groups	✓			Over 60 groups in R&M

iv As part of the masterplanning approach the Council are developing site specific principles. Are there any proposals you would like to see taken forward in the masterplans for the site you are commenting on?

- R&MCC's comments below include those from its previously submitted response to the Preferred Strategy.
- We attach a copy of the transport appraisal by Transport Planning Associates, commissioned by R&MCC. This was originally submitted with our response to the Preferred Strategy and is submitted again for your convenience.

General Principle	Any comments
1. Masterplanning	<p>We support the Masterplanning approach and applaud Cardiff Council for this innovation.</p> <p>We continue to stress that infrastructure must be in place before development begins, as the LDP states and the masterplan requires.</p> <p>We want R&M and other existing neighbouring communities to be consulted on the masterplan so that it reflects local knowledge.</p>
2. Development Density	<p>We do not support strategic growth Option B's 7,500 houses for Site D. We ask that growth is scaled back to allow for a regional approach that would also increase the likelihood of a deliverable development at this site.</p> <p>We support the flexible phasing of development to meet the economic and social needs of each phase.</p>
3. Sustainable Transport Corridors	<p>Connections between the sustainable transport within Site D and in existing communities must be planned to <u>work well</u>.</p> <p>Site D has no existing public transport through it and, when developed, should not rely on any services from existing communities.</p> <p>How will the masterplan deal with the issue in Site D that access to the train is only 800m from the most north easterly corner of the site?</p>
4. Sustainable Travel Choices	<p>Will Cardiff Council have a policy on car use and parking to support sustainable travel?</p> <p>We have serious concerns about how sustainable travel within Site D links <u>effectively</u> to existing communities and their existing transport problems.</p> <p>See R&MCC transport appraisal by Transport Planning Associates (attached with this form) which states:</p> <ul style="list-style-type: none"> • There is no realistic solution to resolving the bottleneck experienced at Llandaff. • There is no realistic way of mitigating against the impact of additional development-generated traffic along Heol Isaf or Ynys Bridge. • There is no additional capacity at Radyr railway station to cater for additional footfall or trips via car.

	<p>The transport appraisal supports R&MCC's assertion that the roads and transport (public and private) in existing communities are barely adequate now and inadequate to cope with the demand that the LDP strategic sites will place on them.</p>
<p>5. Neighbourhood Centres</p>	<p>For NW Cardiff, we note that existing schools in R&M are full and could not cope with an extended catchment, however temporary. It is essential that sufficient CIL funds are raised to cover the costs of new facilities and infrastructure ahead of occupation of the housing.</p> <p>New health facilities should be ready for new communities as existing ones in R&M are full. It is essential that sufficient CIL funds are raised to cover the costs of new facilities and infrastructure ahead of occupation of the housing.</p>
<p>6. High Quality Sustainable Design and Distinctive Character</p>	<p>We encourage the use of contemporary design and sustainable materials to create new communities which quickly feel established rather than temporary extensions to existing communities.</p> <p>We support distinct boundaries between old and new communities. This is in no way to create a sense of 'them and us' but to encourage a local sense of identity and belonging.</p>
<p>7. Integration with Neighbouring Areas</p>	<p>Site D plans for 7,500 new dwellings which is a small town in its own right. It should have its own identity and not be seen as a huge add-on to R&M and/or Fairwater and/or St Fagans. This can be aided by clear boundaries and a new design style for the new community. We would like to keep an area of green space between the old and new communities.</p> <p>Boundaries between Site D and R&M should be cohesive yet give a sense of entering and leaving each one. People moving between them should recognise when they have come home. This is in no way to create a sense of 'them and us' but to encourage a local sense of identity and belonging.</p> <p>Site D should have its own new facilities and should not be expected to rely on sharing already over-full facilities in R&M. Any shared facilities should be to the benefit of all. Again, this is not about 'them and us' but about ensuring that everyone has what they need where they need it.</p>
<p>8. Strategic green open space corridors</p>	<p>The masterplan <u>must</u> include community land for community use that <u>cannot</u> be returned to the developer.</p> <p>We would like to see large and small open spaces included in Site D. These should have a mixed public recreational and sport use.</p> <p>Site D should plan to include wildlife corridors to maintain</p>

	and enhance wildlife populations as far as possible. Plans should avoid islands of green space where species can be isolated.
9. Landscape, biodiversity and historic features	<p>We understand that a local group is registering part of Site D extension as a Village Green.</p> <p>The Llandaff-Penrhys pilgrim route runs through the NW Cardiff extension site. We would like this important historic route to be protected.</p>
10. Resource Efficiency	<p>We would like to see accepted ideas like green roofs, grey-water use and water-permeable parking for public buildings at the very least.</p> <p>We encourage the masterplan to require developers to meet high standards of energy and resource-efficient buildings.</p> <p>We would like Cardiff Council and the developer to consider local micro-generation schemes from renewal energy on suitable sites.</p>

4. ANY OTHER COMMENTS