

Cardiff Replacement LDP Examination

Transport

Action Point HS12.3

Council to consider the identification of the new stations identified in the Cardiff White Paper and Metro scheme on the proposals map, linked to a clear identification of these stations within an LDP Policy (most likely T3 or T6), and an explanation within the policy of how development proposals with the potential to impact upon the delivery of future stations would be assessed. The consideration should include how the sites could be identified/defined on the proposals map on the basis on their current status and the publicly available information that supports them. It is noted that some stations are not yet clearly defined and exact locations cannot be identified. Should the Council conclude it is not possible to identify the sites on the proposals map (including through a symbol or other method) linked to a clear policy framework, they should write to the Inspectors explaining why.

Council Response

Proposals maps are expected to provide a reliable spatial representation of the plan's proposals and evidence base.

The new stations are delivered according to the timescales and funding priorities of the Welsh Government, UK Government and private developers. The general location of new stations for the Metro improvements of the Welsh Government have been identified where they would provide significant potential benefit to Cardiff, Region and Nationally. However, there may be other locations or additions in future. The business cases use evidence to determine the funding priorities and the details of where they are best located based on assessments of options. The size and location of the stations cannot be confirmed until the business cases and their associated funding have been approved by the relevant transport authorities.

If the station locations are still being assessed and no preferred sites have been agreed by the relevant transport authority, there is a reasonable planning argument that a fixed station symbol on the proposals map could imply a level of certainty that does not yet exist. Therefore, it would not be appropriate to put new station locations on the Proposals Map. Doing so could sterilize or blight land, impact on land negotiations and unnecessarily mislead certainty or raise public expectations. It is not until such stations are being constructed that any certainty of the stations being delivered is assured.

The Council can include the stations on the Constraints Map instead. This will ensure that developers are aware of potential sites so they can make relevant queries at the appropriate time rather than making assumptions that may not be very accurate