

# Cardiff Local Development Plan 2006 - 2026



**Adopted Plan**

January 2016



# Foreword

Mae'r ddogfen hon ar gael yn Gymraeg / This document is available in Welsh



# Foreword

As one of the fastest growing cities in UK, it is vital that new development is guided by an up-to-date development plan. The LDP provides the necessary framework and certainty to bring forward the new homes (especially affordable/family housing) and jobs which are required in a managed manner.

A new Plan for Cardiff is all the more vital given the fact that the previous Local Plan was approved in 1996 - some 19 years ago. The lack of an up-to-date Plan has had serious negative consequences with insufficient land being brought forward to meet urgent housing needs. Put quite simply, not having a plan in place does not stop development. All that happens is that development still takes place, but in a policy vacuum where the Council and its residents have limited control. Appeals have been lost for development in the open countryside and also left the Council on the back foot in terms of securing supporting infrastructure and community facilities. A plan-led approach is the only way forward where the Council sets out a clear strategy for the future.

This administration has shown strong leadership by progressing the LDP through a complex preparation process in strict accordance with the approved timetable. This process has involved numerous stages of consultation and in addition a lengthy formal examination process over the past year and a half. Can I take this opportunity of thanking all who have engaged in this exercise which is so important for the future of our city.

It has also responded to issues raised during the process and embedded a strong masterplanning framework within the Plan. In this way, new development will bring with it the phased provision of necessary supporting infrastructure including schools, health facilities and other community benefits. The importance of transportation infrastructure is also recognised with the Plan setting out a new strategic sustainable transportation approach so our city can keep moving and improve links with surrounding areas.

Overall, the Plan provides a balanced response to meeting social and economic needs, but in a manner which best protects our valued open spaces, river corridors and countryside backdrop. An exciting new era in Cardiff's development unquestionably lies ahead. In the coming years we will see the new BBC headquarters and transport interchange in the heart of our city. Other brownfield regeneration schemes continue to come forward including council-led affordable housing projects alongside new greenfield opportunities set out in the Plan. On a city-region scale, there are significant opportunities ahead through the Metro and City Deal.

The adoption of the LDP is therefore not only timely but vital in helping to provide the necessary certainty to attract and sustain new investments. In this way, Cardiff can continue to bring forward the new homes and jobs it needs and further enhance its role as one of the most liveable capital cities in Europe.

**Councillor Ramesh Patel**  
**Cabinet Member Transport, Planning & Sustainability**



This section provides a brief summary of the Local Development Plan (LDP)

## 1. Making provision for new homes and jobs

- Cardiff has a significant need for new homes including family homes, affordable homes together with catering for the whole range of needs.
- Cardiff also plays a key role as economic driver of the wider city-region, providing much needed jobs for the whole region.
- The Plan aims to respond to these evidenced social and economic needs in a balanced way - respecting environmental qualities, providing a framework to manage delivery and provide new infrastructure together with carefully managing impacts.
- The overall level of growth is considered to represent the most robust, balanced and appropriate approach taking into account all relevant factors and the advice of independent population forecasting experts.
- It sets out a Strategy to deliver 41,415 new dwellings and 40,000 new jobs over the Plan period including ways to provide flexibility should build rates be higher than anticipated.
- This level of growth is considered appropriate to deliver Wales Spatial Plan objectives, the Council's overall vision and the LDP objectives.
- New homes, jobs and supporting facilities will be provided from numerous sources including:
  - Those already built since the start of the Plan period in 2006;
  - Minor adjustments to existing housing stock - taking account of anticipated demolitions and changes of use based on past rates;
  - Commitments - sites with the benefit of an existing planning consent or resolution to grant subject to the signing of a legal agreement;
  - Anticipated windfall provision - those sites likely to come forward over the Plan period through natural change in an urban area the size of Cardiff; and
  - New allocations including brownfield sites, greenfield sites of different scales and land use combinations.

- Overall, for the whole Plan period, this represents approximately 65% of all new homes being provided on brownfield sites and 35% provided on greenfield sites.
- The provision of a genuine range and choice of new sites is crucial in effectively delivering the required level of growth, delivering LDP objectives, providing flexibility and the ability to meet a wide range of evidenced need for new homes and jobs.
- Key strategic sites to deliver this need are proposed at:
  - Cardiff Central Enterprise Zone
  - Former Gas Works, Ferry Road
  - North West Cardiff
  - North of Junction 33
  - South of Creigiau
  - North East Cardiff (West of Pontprennau)
  - East of Pontprennau Link Road
  - South of St Mellons Business Park

## **2. Putting in place a framework to manage future growth and encourage high quality, sustainable design**

- Policies and mechanisms have been put in place to provide a framework to effectively manage future growth.
- Areas to be kept free from development are made explicit avoiding the current climate of uncertainty created by not having an adopted Plan in place.
- Protected areas include the designation of Green Wedge North of the M4 Motorway together with the tight settlement boundaries policy county-wide and protection of river valleys and open spaces.
- Collectively, these policies protect vast tracts of Cardiff's valued countryside, river valleys and open spaces.

- The master planning approach provides an over-arching framework for the development of new areas setting out key requirements relating to land use, densities, community facilities, transportation, open spaces and phasing.
- Further work on the detailed master planning of areas will be carried out within this over-arching context. Design policies and guidance set out expectations encouraging more sustainable forms of development.

### **3. Bringing forward new infrastructure**

- New development will clearly create the need for new infrastructure.
- The Plan sets out an approach which requires the timely provision of new infrastructure including community facilities, transportation and other services.
- Whilst it is recognised that some significant elements of infrastructure may take many years to complete, the Strategy seeks to ensure that each phase of new development is tied to the provision of necessary infrastructure with each stage of development being able to demonstrate an acceptable level of supporting facilities. The Infrastructure Plan sets out future requirements.
- Further dialogue and consultation findings will help further develop a detailed list of required infrastructure along with funding opportunities including the roles of Community Infrastructure Levy (CIL) contributions for strategic projects to Section 106 Agreement contributions for local priorities together with other potential funding streams from the public and private sectors.

### **4. Delivering sustainable transportation solutions**

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

## 5. Responding to evidenced economic needs

- The key economic role performed by Cardiff must be maintained and enhanced for benefits to Cardiff, the city-region and Wales.
- Evidence demonstrates that Cardiff has consistently delivered a high proportion of jobs in the city-region.
- The Strategy responds to this by ensuring a full range and choice of economic opportunities across all relevant sectors.
- The Cardiff Central Enterprise Zone will be a key element of the approach but there is also a need to maintain the roles of the City Centre, Cardiff Bay, existing employment sites together with providing a range and choice of sites to cater for demand across sectors.

## 6. Responding to evidenced social needs

- Cardiff experiences some significant social needs, with particularly high housing demand projected to continue over the Plan period.
- The Strategy aims to positively respond to these needs by providing a wide range and choice of sites to respond to the full diversity of needs, including those from the Gypsy and Traveller community as required in national policy and guidance.
- Overall, the Plan promotes more sustainable communities where emphasis is placed on supporting District and Local Centres, encouraging the full range of accessible social, health and educational facilities, together with supporting regeneration initiatives and utilising the potential positive benefits which new developments can bring to adjoining areas.

## 7. Respecting Cardiff's environment and responding to climate change

- Cardiff possesses a unique and particularly distinctive natural and built heritage.
- The Plan delivers sustainable development by meeting social and economic needs, but in a managed way which retains, manages and enhances important features of the natural and built heritage.

# Summary

- Central to this approach is the designation of a Green Wedge to the North of the M4 Motorway, a strict settlement boundary policy together with protection of the river valleys and open spaces. In this way, Cardiff's distinctive environmental qualities can be successfully maintained with further opportunities to enhance their management and increase public enjoyment.
- Detailed policies provide clear guidance relating to important elements of Cardiff's biodiversity, landscape and built heritage.

<b>1 Introduction</b>	<b>14</b>
<b>2 The Cardiff Context and Key Issues</b>	<b>18</b>
<b>3 LDP Vision and Objectives</b>	<b>24</b>
<b>4 Strategy, Key Diagram and Key Policies</b>	<b>34</b>
<b>Strategy</b>	<b>34</b>
<b>Key Policies</b>	<b>38</b>
KP1: LEVEL OF GROWTH	38
KP2: STRATEGIC SITES	44
KP2 (A): CARDIFF CENTRAL ENTERPRIZE ZONE AND REGIONAL TRANSPORT HUB	47
KP2 (B): FORMER GAS WORKS, FERRY ROAD	52
KP2 (C): NORTH WEST CARDIFF	55
KP2 (D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU	61
KP2 (F): NORTH EAST CARDIFF (WEST OF PONTPRENNAU)	67
KP2 (G): EAST OF PONTPRENNAU LINK ROAD	72
KP2 (H): SOUTH OF ST MELLONS BUSINESS PARK	77
KP3 (A): GREEN WEDGE	81
KP3 (B): SETTLEMENT BOUNDARIES	81
KP4: MASTERPLANNING APPROACH	83
KP5: GOOD QUALITY AND SUSTAINABLE DESIGN	85
KP6: NEW INFRASTRUCTURE	87
KP7: PLANNING OBLIGATIONS	90
KP8: SUSTAINABLE TRANSPORT	91
KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS	94
KP10: CENTRAL AND BAY BUSINESS AREAS	98
KP11: CRUSHED ROCK AGGREGATES AND OTHER MINERALS	99
KP12: WASTE	101
KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS	102
KP14: HEALTHY LIVING	104
KP15: CLIMATE CHANGE	106
KP16: GREEN INFRASTRUCTURE	108
KP17: BUILT HERITAGE	109
KP18: NATURAL RESOURCES	111

# Contents

<b>5 Detailed Policies</b>	<b>114</b>
<b>1. HOUSING</b>	<b>114</b>
H1: NON-STRATEGIC HOUSING SITES	114
H2: CONVERSION TO RESIDENTIAL USE	115
H3: AFFORDABLE HOUSING	115
H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES	117
H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES	119
H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE	120
H7: SITES FOR GYPSY AND TRAVELLER CARAVANS	121
<b>2. ECONOMY</b>	<b>123</b>
EC1: EXISTING EMPLOYMENT LAND	123
EC2: PROVISION OF COMPLEMENTARY FACILITIES FOR EMPLOYEES IN BUSINESS, INDUSTRIAL AND WAREHOUSING DEVELOPMENTS	126
EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES	127
EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS	129
EC5: HOTEL DEVELOPMENT	130
EC6: NON-STRATEGIC EMPLOYMENT SITE	131
EC7: EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE	131
<b>3. ENVIRONMENT</b>	<b>133</b>
EN1: COUNTRYSIDE PROTECTION	133
EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE	135
EN3: LANDSCAPE PROTECTION	137
EN4: RIVER CORRIDORS	139
EN5: DESIGNATED SITES	141
EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY	143
EN7: PRIORITY HABITATS AND SPECIES	145
EN8: TREES, WOODLANDS AND HEDGEROWS	146
EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT	148
EN10: WATER SENSITIVE DESIGN	151
EN11: PROTECTION OF WATER RESOURCES	152
EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES	154
EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION	155
EN14: FLOOD RISK	159

<b>4. TRANSPORT</b>	<b>162</b>
T1: WALKING AND CYCLING	162
T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS	164
T3: TRANSPORT INTERCHANGES	168
T4: REGIONAL TRANSPORT HUB	169
T5: MANAGING TRANSPORT IMPACTS	170
T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES	172
T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE	172
T8: STRATEGIC RECREATIONAL ROUTES	173
T9: CARDIFF CITY REGION 'METRO' NETWORK	175
<b>5. RETAIL</b>	<b>177</b>
R1: RETAIL HIERARCHY	177
R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA	178
R3: PROTECTED SHOPPING FRONTAGES	179
R4: DISTRICT CENTRES	180
R5: LOCAL CENTRES	183
R6: RETAIL DEVELOPMENT (OUT OF CENTRE)	186
R7: RETAIL PROVISION WITHIN STRATEGIC SITES	188
R8: FOOD AND DRINK USES	188
<b>6. COMMUNITY</b>	<b>191</b>
C1: COMMUNITY FACILITIES	191
C2: PROTECTION OF EXISTING COMMUNITY FACILITIES	192
C3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS	193
C4: PROTECTION OF OPEN SPACE	195
C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT	197
C6: HEALTH	199
C7: PLANNING FOR SCHOOLS	200
<b>7. MINERALS</b>	<b>203</b>
M1: MINERAL LIMESTONE RESERVES AND RESOURCES	203
M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE	204
M3: QUARRY CLOSURES AND EXTENSION LIMITS	205
M4: MINERALS BUFFER ZONES	206
M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS	207
M6: SAND WHARF PROTECTION AREAS	208

# Contents

M7: SAFEGUARDING OF SAND AND GRAVEL, COAL AND LIMESTONE RESOURCES	210
M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE	212
<b>8. WASTE</b>	<b>214</b>
W1: SITES FOR WASTE MANAGEMENT FACILITIES	214
W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT	216
<b>6 Monitoring and Implementation</b>	<b>218</b>
<b>7 List of Appendices</b>	<b>222</b>
<b>Appendix 1: List of Key and Detailed Policies</b>	<b>224</b>
<b>Appendix 2: National and Regional Policy Framework</b>	<b>230</b>
<b>Appendix 3: The Cardiff Context and Key Issues</b>	<b>236</b>
<b>Appendix 4: Supplementary Planning Guidance (SPG)</b>	<b>250</b>
<b>Appendix 5: Sites Over 10 Dwellings</b>	<b>260</b>
<b>Appendix 6: Heritage Assets Areas of Protection</b>	<b>274</b>
<b>Appendix 7: Designated Sites</b>	<b>280</b>
<b>Appendix 8: District and Local Centres</b>	<b>290</b>
<b>Appendix 9: Monitoring Framework</b>	<b>330</b>
<b>Appendix 10: Summary of LDP process</b>	<b>368</b>
<b>Appendix 11: Tests of Soundness Self-Assessment</b>	<b>386</b>
<b>Appendix 12: List of Supporting Documents</b>	<b>394</b>
<b>Appendix 13: List of the Evidence Base</b>	<b>398</b>
<b>Appendix 14: Bibliography</b>	<b>402</b>



### **The purpose of and status of the adopted Local Development Plan (LDP)**

- 1.1** Cities change. Cardiff is no exception and has grown year on year for generations. This has seen Cardiff become the Capital City of Wales and centre of a wider city-region providing an important source of jobs and services for the whole of South East Wales.
- 1.2** New homes, jobs, supporting transportation and other facilities are required to meet the needs of future generations. These needs must be carefully balanced against environmental and quality of life factors.
- 1.3** The adopted Cardiff Local Development Plan (LDP) is the tool to address these issues. It represents a 'plan-led' approach to meeting future needs.
- 1.4** The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.
- 1.5** The Plan has been prepared in accordance with formal regulations and the 'LDP Delivery Agreement' which sets out a timetable for its preparation along with details of consultation as the Plan progressed. This was agreed with the Welsh Government on 5th December, 2011.
- 1.6** The Plan contains the following sections:
  - Foreword;
  - Summary;
  - Introduction;
  - LDP Vision & Objectives;
  - Strategy, Key Policies and Key Diagram;
  - Detailed Policies;
  - Monitoring and Implementation;
  - Proposals Map and Constraints Map;
  - Appendices.

### **Monitoring and Review**

- 1.7** The Council will work with others to implement the Plan and take decisions within the new adopted policy framework.

- 1.8** In order to assess how effectively the Plan is being implemented, the Council must prepare an Annual Monitoring Report (AMR). The report will be based on the Monitoring Framework as set out in Appendix 9 to this document. This is an important aspect of the LDP process since evidence collected through annual monitoring can be used to inform LDP review which takes place every 4 years.

### **Supplementary Planning Guidance (SPG)**

- 1.9** These are non-statutory documents intended to provide useful advice and guidance which expand on policies set out in the adopted LDP. They must be subject to public consultation. Appendix 4 of this document lists all proposed new and/or updated SPG which are intended to be prepared together with timescales.

### **Assessment processes that have informed the Plan**

- 1.10** In addition to the overall independent examination of the LDP, the Plan has also been subject to two further formal assessment processes. The Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) processes - these are required by the Planning and Compulsory Purchase Act 2004 and the SEA Regulations to ensure that the LDP policies reflect sustainability principles and take into account impacts upon the environment and The Habitat Regulations Assessment (HRA) - this process is required to determine the likely significant effects of the Plan on European Sites of nature conservation importance.
- 1.11** Furthermore, the adopted LDP has been subject to the following additional assessments designed to further scrutinise the Plan contents: Health Impact Assessment - a process involving relevant stakeholders in assessing the health implications of the Plan; and Equality Impact Assessment - a process involving relevant stakeholders in assessing the equality implications of the Plan.
- 1.12** The importance of Welsh culture and heritage is recognised in the Plan however having assessed the densities of Welsh language use across the City it is not considered to be an issue which requires addressing in the Plan. As a result the proposals contained in the LDP are not considered to have a detrimental impact on the Welsh language and culture or materially affect the linguistic balance of Cardiff or communities within Cardiff.



# 2

## The Cardiff Context and Key Issues



## The Cardiff Context and Key Issues the Plan must address

**2.1** This section provides a summary of the Cardiff context and some of the key issues which have informed the Plan. A fuller version is contained in Appendix 3 of this document along with a summary of the national and regional policy framework.

### The Cardiff Context

- Largest urban area in Wales with a population of 345,400.
- Key driver of city-region economy in South East Wales.
- 1.4 million live within a 45 minute drive time of the city.
- Capital city of Wales, seat of Welsh Government.

### Key social trends and issues

- Cardiff's population has risen steadily over past 20 years - over 3,500 each year since 2001.
- Official projections indicate continued population growth over the Plan period.
- Significant need for affordable housing - 9,710 people currently on combined housing waiting list.
- Local Housing Market Assessment (2013) indicates a need for over 3,989 affordable dwellings for each of the next 5 years to address need. In addressing this need the Council will need to have regard to the latest welfare reforms and the need to provide smaller dwellings.
- Family housing is a key need.
- A need for 108 permanent Gypsy and Traveller pitches and a regional need for a 10 pitch transit site have been identified over the Plan period to 2026.
- Students comprise approximately 10.8% of Cardiff's population.
- Ethnic minorities comprise 15.5% of Cardiff's population, higher than the Wales average but similar to the England/Wales average.
- Welsh speakers are less than the Wales average but there are considerable variations within communities.

- The city experiences substantial health inequalities.
- Whilst Cardiff possesses a generally high quality of life, there are areas of deprivation geographically mostly concentrated in 'the southern arc'.
- Community safety is a key issue emerging from residents' surveys.
- Cardiff performs well compared to Wales and the UK average in attaining high-level skills and 39% of its workforce educated to degree level or above.

### **Key economic trends and issues**

- Cardiff accounts for 32% of total employment in South East Wales and its economy is generally strong and buoyant.
- Cardiff's employment workforce totals nearly 189,000 with 88% of jobs being in the service sector.
- Cardiff & the Vale of Glamorgan generate 22% of the Welsh GVA (Gross Value Added).
- Unemployment in Cardiff was 4.5% in March 2013.
- The recession has caused the loss of approximately 4,700 jobs between 2008-2010.
- Cardiff has one of the highest percentages of high growth firms in the UK between 2002-2010.
- Inward investment trends are improving but continue to trail other leading core cities.
- The City Centre and Cardiff Bay remain the principal office locations complemented by out of centre sites but Cardiff lacks a large supply of Grade A office space and the Plan supports the on-going regeneration of the Bay Business Area, including Mount Stuart Square.
- The total industrial stock in Cardiff is approximately 19.2 million square feet and mainly concentrated in the south/eastern area of the city but only 6.1% of the stock is less than 5 years old.

- Cardiff City Centre is the main shopping centre for South East Wales and is ranked the 6th top retail centre in the UK.
- The leisure and tourism sector generates significant economic and cultural benefits for the city.

### Key transportation trends and issues

- Traffic on Cardiff's roads grew by 9% between 2002-2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001-2011.
- Cycle use has increased 10% between 2001-2011 but bus use has fallen slightly over the same period.
- Cardiff International Airport is located within the Vale of Glamorgan providing the closest international links to Cardiff.
- The operational port in Cardiff performs an important role in terms of freight movement.

### Key environmental trends and issues

- Cardiff is located within a well-defined landscape setting with prominent ridges to the west and north and Severn Estuary to the south.
- The countryside and urban area contains a wealth of natural and historic interests. For example, there are almost 1,000 Listed Buildings, 27 Conservation Areas, 2 sites noted for their international biodiversity (Cardiff Beechwoods SAC and Severn Estuary SAC/SPA/RAMSAR)
- The city has a particularly rich Victorian and Edwardian legacy.
- Cardiff has over 400 hectares of recreational open space and 2000 hectares of amenity space. The four river valleys of the Ely, Taff, Rhymney and Nant Fawr provide extensive and continuous corridors running from the countryside and through the urban area.

- Good quality agricultural land is known to exist in some areas.
- Flooding is known to pose a risk in relation to fluvial, tidal and surface water.
- Detailed studies have been undertaken to assess the extent of this risk and inform the Plan.
- The main source of CO2 emissions in Cardiff are from industry (45%) with domestic sources contributing 30%.
- The main source of emissions affecting air quality is road traffic (nitrogen oxide the main pollutant).
- Current production of renewable energy in Cardiff is low.
- Over the past 10 years, recycling rates in Cardiff have risen from 4% to 55%.
- Cardiff possesses a significant and good quality of mineral reserves.
- Water quality in the main rivers is improving but still falls below the requirements of the Water Framework Directive.

# 2

## The Cardiff Context and Key Issues

# 3

## LDP Vision and Objectives



## Background

- 3.1** The vision and objectives provide an over-arching context for the Plan that shows how economic, social and environmental considerations can be balanced to deliver the sustainable development of Cardiff up to 2026. They take full account of the strategic issues relevant to Cardiff and the policy context provided by the Council's 'What Matters' Strategy (2010-2020) which brings together the Community Strategy; Children & Young People's Plan; Health, Social Care & Wellbeing Strategy and the Community Safety Strategic Assessment into one document. The Council has worked with partners from the public, private and voluntary sectors in Cardiff to set out the collective vision for the city contained in this document. Furthermore, the vision and objectives also take account of the Council's Strategic Equality Plan which sets out the Council's strategic equality objectives and the Wales Spatial Plan (WSP) that recognises the role played by Cardiff in helping to spread prosperity in the area and delivering a high quality of life.

## Vision

- 3.2** The LDP vision is as set out in the 10 year, 'What Matters' Strategy (2010-2020) which 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”.**

- 3.3** Partners have agreed seven strategic outcomes that, if achieved would represent ultimate success and the realisation of the vision. The outcomes are that:

- **People in Cardiff are healthy;**
- **People in Cardiff have a clean, attractive and sustainable environment;**
- **People in Cardiff are safe and feel safe;**
- **Cardiff has a thriving and prosperous economy;**
- **People in Cardiff achieve their full potential;**
- **Cardiff is a great place to live work and play; and**
- **Cardiff is a fair, just and inclusive society.**

- 3.4** It is important to recognise that the LDP cannot deliver all of these outcomes alone as many issues extend beyond land use planning matters and the remit of the document. However, the LDP is a crucial strategic document that must create the right conditions which both directly and indirectly assist and support the delivery of these outcomes.

**3.5** Key priorities have been identified for each of the outcomes. These are:

#### **People in Cardiff are healthy**

- Reduce inequalities in health and address the differentials in life expectancy across the city;
- Promote healthy lifestyles and prevent ill health; and
- Improve effectiveness of our service delivery to vulnerable adults and children and young people.

#### **People in Cardiff have a clean, attractive and sustainable environment**

- Establish Cardiff as a sustainable 'Carbon Lite' city;
- Improve the quality of Cardiff's environment; and
- Establish Cardiff as a sustainable travel city.

#### **People in Cardiff are safe and feel safe**

- Ensure people are safe from harm, abuse and exploitation;
- Develop communities and neighbourhoods in Cardiff which are cohesive;
- Ensure people are free from crime and the effects of crime; and
- Ensure people are safe in their environment.

#### **Cardiff has a thriving and prosperous economy**

- Build strong futures for children and young people by focusing on education, training and employment opportunities;
- Improve opportunities for the creation of quality and sustainable employment; and
- Create an environment that develops, attracts and retains skilled workers, businesses and entrepreneurs to Cardiff.

#### **People in Cardiff achieve their full potential**

- Encourage active citizenship and participation in all aspects of life;
- Support vulnerable families and individuals to achieve and maintain their independence and ambition; and
- Support and provide access to appropriate learning and training provision for all.

#### **Cardiff is a great place to live, work and play**

- Provide the level of urban design infrastructure and connectivity required to make Cardiff a great place to work and do business;
- Support and maintain strong safe and sustainable neighbourhoods;

- Ensure the provision of high quality sustainable and affordable housing; and
- Develop world-class leisure, cultural and sporting facilities – that reflect the wants of citizens and visitors.

### **Cardiff is a fair, just and inclusive society**

- Enable all people in Cardiff to meaningfully engage and participate in decision making processes;
- Mainstream equality issues at strategic and operational levels; and
- Reduce inequalities through a joined-up, targeted approach.

### **Objectives**

- 3.6** The LDP objectives set out in more detail how the LDP vision can be addressed through the planning system. They respond to spatial elements contained in the vision together with the economic, social and environmental strands set out in the strategic outcomes.
- 3.7** In spatial terms, the vision recognises the key role that Cardiff plays as being the heart of a thriving city-region. Nearly 77,900 people commute into the city each day which demonstrates the important economic and social role Cardiff plays in relation to the wider region.
- 3.8** The vision fully recognises economic, social, environmental, as well as sustainability issues. It is the aim of the LDP objectives to respond to the evidenced economic and social needs but in a way that is co-ordinated, respects and enhances Cardiff's environment and sets out a framework for delivering the sustainable neighbourhoods of the future. This is delivering sustainable development locally and improving the long term economic, social and environmental wellbeing of people and communities in Cardiff. In this way, the LDP can help create sustainable neighbourhoods that form part of a sustainable city that lies at the heart of a sustainable city-region.
- 3.9** The objectives are set out under 4 main headings:

1. To respond to evidenced economic needs and provide the necessary infrastructure to deliver development;
2. To respond to evidenced social needs;
3. To deliver economic and social needs in a co-ordinated way that respects and enhances Cardiff's environment; and
4. To create sustainable neighbourhoods that form part of a sustainable city.

## **1. To respond to evidenced economic needs and provide the necessary infrastructure to deliver development.**

- a. To effectively respond to Cardiff's role as capital city for Wales, seat of the National Government and centre of the city-region in terms of providing a range and choice of economic opportunities that will drive the prosperity of the region.
- b. To maximise the economic potential of the city centre of Cardiff as a major financial and service sector opportunity that builds upon its position next to a transport hub of national and regional significance and is readily accessible from all areas within the city and well connected to other UK cities.
- c. To maintain and enhance the vitality, attractiveness and viability of the city centre as a major retail and cultural destination and as a place to work, visit and live.
- d. To continue the successful regeneration of the Cardiff Bay area, maximising opportunities for quality commercial buildings and further development, particularly water and river frontage developments that can provide attractive and distinctive environments.
- e. To promote clusters of specialist sectors and research & development expertise including the following key sectors:
  - ICT;
  - Energy and environment;
  - Advanced materials and manufacturing;
  - Creative industries;
  - Life sciences; and
  - Financial and professional services.
- f. To ensure a range and choice of employment land and business premises at sustainable locations across the city is provided to assist economic competitiveness, encourage entrepreneurship, promote the growth of indigenous businesses of all types and size and attract inward investment.
- g. To assist the promotion of Cardiff as a major tourist destination including the provision of the development of a variety of high quality tourist facilities and visitor accommodation.

- h. To create a physical and economic environment that develops, attracts and retains skilled workers, businesses and entrepreneurs to Cardiff together with maximising links with Universities and supporting indigenous skills and enterprises.
- i. To quantify critical strategic infrastructure required to realise development aspirations and set out clear mechanisms for delivery including sustainable transport solutions for strategic sites.
- j. To establish Cardiff as a sustainable travel city by reducing the need to travel, increasing the use of sustainable travel modes and networks (particularly walking and cycling), decreasing private car use and improving the city's key transport hub based at the adjacent central bus and train stations.
- k. To protect existing mineral resources and ensure an adequate supply of limestone aggregates in the north west of the city for the construction industry and to promote their efficient and appropriate usage, including the use of recycled aggregates where possible.
- l. To support sustainable collection and recycling methods for Municipal Waste by maintaining and improving an integrated network of facilities in Cardiff.
- m. To lead and participate in securing regional facilities for the sustainable treatment and disposal of Municipal Waste in accordance with the Regional Waste Plan and in a manner that follows the waste hierarchy which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before the disposal of waste material is considered.
- n. To facilitate an integrated network of commercial and industrial sustainable waste management facilities consistent with the needs of the South East Wales area and in a manner that follows the waste hierarchy which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before the disposal of waste material is considered.

## 2. To respond to evidenced social needs.

- a. To provide new homes required to support the economic progression of the city and to respond to population change, continued in-migration and evidenced demand for affordable and family housing so that social needs can be addressed.

- b. To provide a range and choice of new homes of different tenure, type and location that meets specific needs such as the provision of affordable housing, family accommodation, housing for the elderly, the disabled and students and pitches for the gypsy and traveller community.
- c. To maximise the use of the existing building stock through refurbishment, retro-fitting and empty homes initiatives.
- d. To bring about changes to Cardiff's environment and neighbourhoods that help to tackle health inequalities, promote good health and enable healthier lifestyles to be led by the city's population in line with Cardiff's status as a World Health Organisation, 'Healthy City'.
- e. To bring about changes to Cardiff's environment that create a safer city and reduce the likelihood, fear and consequences of crime.
- f. To create an environment that is made more accessible to all groups in society so that the employment opportunities, facilities and services of the city can be more readily used and enjoyed by all.
- g. To maximise the multi-functional role played by Cardiff's parks, open spaces and allotments together with improving their accessibility for the whole community.
- h. To recognise, support and enhance the key role played by existing District, Local and Neighbourhood Centres as accessible local hubs providing community services, local shops, healthy food choices, businesses, employment and access to public transport.
- i. To support the regeneration of local neighbourhoods including reducing inequalities, particularly areas experiencing high levels of deprivation, areas vulnerable to decline and areas with opportunities for change.
- j. To ensure that the necessary education and training facilities are provided and are accessible to all: to build strong futures for children, provide a diverse range of learning opportunities for all and assist economic progress through the development of required skills.
- k. To develop new cultural, leisure and sporting facilities to meet needs and enhance Cardiff's role as a premier cultural and sporting destination.
- l. To ensure that the necessary community and cultural facilities (community centres, shops with healthy food choices, youth facilities, child care, faith buildings, health centres, etc.) are provided that are accessible to all, especially in areas that are deprived.

- m. To address rising unemployment and provide accessible local job opportunities, particularly in areas of greatest need.
- n. To promote social inclusion, equality of opportunity and access for all.

**3. To deliver economic and social needs in a co-ordinated way that respects Cardiff's environment and responds to the challenges of climate change.**

- a. To mitigate the effects of climate change through reducing energy demand and increasing the supply of renewable energy.
- b. To ensure that Cardiff adapts to the full anticipated impacts of climate change and that new development and infrastructure is designed to be resilient to possible consequences.
- c. To protect, manage and enhance Cardiff's natural environmental assets, including:
  - The parks, open spaces and allotments in the city that are highly valued by local communities and an important component of Cardiff's quality of life;
  - The parks, open spaces and allotments in the city that are highly valued by local communities and an important component of Cardiff's quality of life;
  - The strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney that link the city to the countryside and provide a valuable recreational, biodiversity and amenity resource;
  - Cardiff's countryside, particularly its areas of high landscape value and the coast that provide an important setting to the urban area, provide an agricultural resource and opportunity for recreation;
  - The city's biodiversity, its internationally, nationally and locally designated sites, wildlife habitats and features that contain important species and networks that link together areas of value;
  - Natural resources including geodiversity, the best soils, water and air quality including, the reduction of pollution; and
  - The role that vegetation plays in combating climate change by providing shading, cooling and carbon sinks.
- d. To conserve and enhance Cardiff's built and historic assets that define distinctive character and reflect its past development including:
  - The city's 27 Conservation Areas;
  - Its Listed Buildings and Ancient Monuments;

- Registered Historic Landscapes and areas of archaeological importance; and
  - Other valued public places and spaces, including parks and amenity spaces, that provide local distinctiveness.
- e. In identifying new sites to meet economic/social needs, to follow a sequence of firstly maximising the contribution of brownfield sites, then identifying greenfield sites that are considered to represent the most appropriate and sustainable locations to accommodate new development.
- f. To have full regard to flood risk when considering the acceptability of development proposals and considering mitigation and adaptation measures.
- g. To maximise opportunities to create a cleaner and more attractive environment that enhances the quality of life and helps Cardiff to become a world-class European capital city.

#### **4. To create sustainable neighbourhoods that form part of a sustainable city.**

- a. To ensure that all new development areas (whether greenfield or brownfield) create sustainable neighbourhoods that follow the following principles:
- Minimise energy demand and maximise renewable solutions - to deliver more energy-efficient neighbourhoods that utilise existing best practice and embrace new renewable technologies and concepts;
  - Minimise car travel, maximise sustainable transport use and decrease air pollution by creating accessible, permeable and legible places, preventing predominantly car-based developments and focusing new development in accessible locations which are linked to the strategic cycle network and can be served mainly by effective networks of sustainable transport - walking and cycling and fast and frequent public transport around and beyond the city;
  - Maximise recycling - to optimise the overall value of waste as a resource, to effectively plan for how new developments can sort and store waste for collection for onward productive use and minimise material needing treatment and final landfill;
  - Minimise water usage and maximise sustainable drainage - to carefully manage the consumption and drainage of water to avoid unnecessary wastage and minimise rapid run-off. To seek opportunities to maximise the positive amenity and biodiversity benefits that sustainable drainage solutions can offer;
  - Maximise the early provision of a full range of social facilities and community infrastructure - to provide the full range of necessary facilities that are accessible to all members of society and can be reached within

- a 15 minute walk. To include the range of social, health, leisure, education necessary for the scale of development proposed and also taking into account other needs within the wider locality;
- Maximise the additional benefits that new communities can bring to adjoining or surrounding existing communities and minimise any potential negative impacts - to carefully identify positive contributions that can be made and involve local communities in this process;
  - Maximise the diversity of land uses within new development areas – to create more balanced communities offering non-car based options to fully participate in community life. To ensure a range and choice of housing tenures together with local employment opportunities and the full range of community infrastructure;
  - Maximise the contribution of networks of multi-functional and connected open spaces to strategically design networks of open space that are rich in biodiversity and provide safe routes between key locations to encourage healthier lifestyles through promoting walking and cycling. To further encourage healthy lifestyles by providing allotments together with the wider promotion of healthy eating;
  - Maximise the principles of good design - to create places that look good, are of an appropriate and efficient density, fully respect their local context and are successfully integrated with adjoining areas. To design buildings that are resilient and can easily adapt to changing future needs. To design clean and attractive areas where people feel safe and have a sense of ownership; and
  - Maximise community involvement in the planning, design and future management/maintenance of new neighbourhoods. To use the master planning process to establish robust design principles but to also recognise the need to allow some flexibility and managed capacity for change, particularly in larger development areas.
- b. To take opportunities to apply the above principles to existing neighbourhoods in order to create a more sustainable city.

# 4

## Strategy, Key Diagram and Key Policies



## Strategy

### Overview

- 4.1** This section sets out the overall LDP Strategy to deliver the Plan's vision and objectives. The Strategy contains the 7 elements described below together with a Key Diagram summarising the main spatial components of the Strategy. Collectively, these elements deliver the over-arching Plan vision and objectives set out in the previous section. They provide a coherent and evidence-based approach to meeting economic and social needs in a manner which respects Cardiff's environmental qualities and encourages the development of sustainable neighbourhoods as part of a sustainable city.
- 4.2** Main elements of Strategy:
1. Making provision for new homes and jobs.
  2. Putting in place a framework to manage future growth and encourage high quality, sustainable design.
  3. Bringing forward new infrastructure.
  4. Delivering sustainable transportation solutions.
  5. Responding to evidenced economic needs.
  6. Responding to evidenced social needs.
  7. Respecting Cardiff's environment and responding to climate change.
- 4.3** Overall, the LDP Strategy responds to the clear evidenced need to make provision for new homes and jobs. It sets a level of growth considered to represent the most robust, balanced and appropriate approach taking into account all relevant factors including the recommendations made by independent population forecasting experts. This approach directly responds to needs from within Cardiff but the delivery of new jobs also helps spread prosperity beyond administrative boundaries. In this respect, the Strategy aims to build upon Cardiff's key role as centre of the city-region which evidence shows is of critical importance to the wider well-being of South East Wales.
- 4.4** However, the Strategy sets out clear policies and mechanisms which provide a framework designed to effectively manage future growth and encourage high quality and sustainable design. This includes adopting a masterplanning approach based on the sustainable neighbourhood objectives to the development of new sites supported by more detailed design guidance. Additionally, the approach strategically manages growth by designating a Green Wedge and tight settlement boundaries policy to protect large areas of countryside. In this way, new development can be planned for in a phased manner and designed in a more sustainable way to minimise negative impacts.

- 4.5** The provision of new infrastructure is an important element of the Strategy as it is recognised that new development must bring with it the timely provision of new supporting community facilities and necessary services. Whilst it is recognised that some significant elements of infrastructure may take many years to complete, the Strategy seeks to ensure that each phase of new development is tied to the provision of necessary infrastructure with each stage of development being able to demonstrate an acceptable level of supporting facilities. This may include the early provision of new facilities along with maximising the potential contribution of existing nearby facilities providing there is capacity and acceptable accessibility.
- 4.6** The Infrastructure Plan sets out future requirements. Further dialogue and consultation findings will help further develop a detailed list of required infrastructure along with funding opportunities including the roles of Community Infrastructure Levy (CIL) contributions for strategic projects, Section 106 Agreement contributions for local priorities together with identifying other potential funding streams from the public and private sectors.
- 4.7** Putting in place a Strategy to enable the delivery of more sustainable transportation solutions is also integral to the overall approach. This recognises that development in Cardiff must be integrated with transport infrastructure, that travel demand must be minimised along with providing a range of measures and opportunities which reduce reliance on the car. This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole. This approach will bring with it significant social benefits by reducing current barriers between homes, jobs and other trips and help spread prosperity around the entire city-region.
- 4.8** The key economic role performed by Cardiff must be maintained and enhanced for benefits to Cardiff, the city-region and Wales. Evidence demonstrates that Cardiff has consistently delivered a high proportion of jobs in the city-region. The Strategy responds to this by ensuring a full range and choice of economic opportunities across all relevant sectors. The Cardiff Central Enterprise Zone will be a key element of the approach but there is also a need to maintain the roles of the City Centre, Cardiff Bay, existing employment sites together with providing a range and choice of sites to cater for demand across sectors.
- 4.9** Cardiff experiences some significant social needs, with high housing demand projected to continue over the Plan period. The Strategy aims to positively respond to these needs by providing a wide range and choice of sites. Importantly, the approach looks to cater for specific needs so targets have been set for the provision of affordable housing, different locations help provide diversity of offer and the needs of the Gypsy and Traveller community are also directly addressed in accordance with national policy and guidance.

- 4.10** The Strategy also addresses wider social issues and has benefited from the Health and Equality Impact Assessments into the Plan. The approach is very much about promoting more sustainable communities where emphasis is placed on supporting District and Local Centres, encouraging the full range of accessible social, health and educational facilities, together with supporting regeneration initiatives, utilising the potential positive benefits which new developments can bring to adjoining areas.
- 4.11** Cardiff possesses a unique and particularly distinctive natural and built heritage. The Strategy delivers sustainable development by meeting social and economic needs, but in a managed way which retains, manages and enhances important features of natural and built heritage. Central to this approach is the designation of a Green Wedge to the North of the M4 Motorway, a strict settlement boundary policy together with protection to the river valleys and open spaces. In this way, Cardiff's distinctive environmental qualities can be successfully maintained with further opportunities to enhance their management and increase public enjoyment.

# CARDIFF LDP KEY DIAGRAM

Rhondda  
Cynon Taf

Caerphilly

Newport

M4

Vale of Glamorgan

**LEGEND**

- New Central Enterprise Zone & Regional Transport Hub
- Protect and Enhance Role of City Centre
- Protect and Enhance Role of Cardiff Bay & International Sports Village
- Protect existing primary Employment Sites
- New Strategic Employment Sites
- New Strategic Housing Sites (500+ homes) (size indicates relative scale of proposal)
- Potential Future Expansion in Plan Period for Flexibility
- Work with adjacent Local Authorities to reduce traffic flow entering the City
- Strategic Bus Corridor Enhancement
- New Rail Station at St. Fagans
- New Rail Station including Park & Ride at St. Mellons
- Eastern Bay Link
- New Park & Ride
- Existing Park & Ride

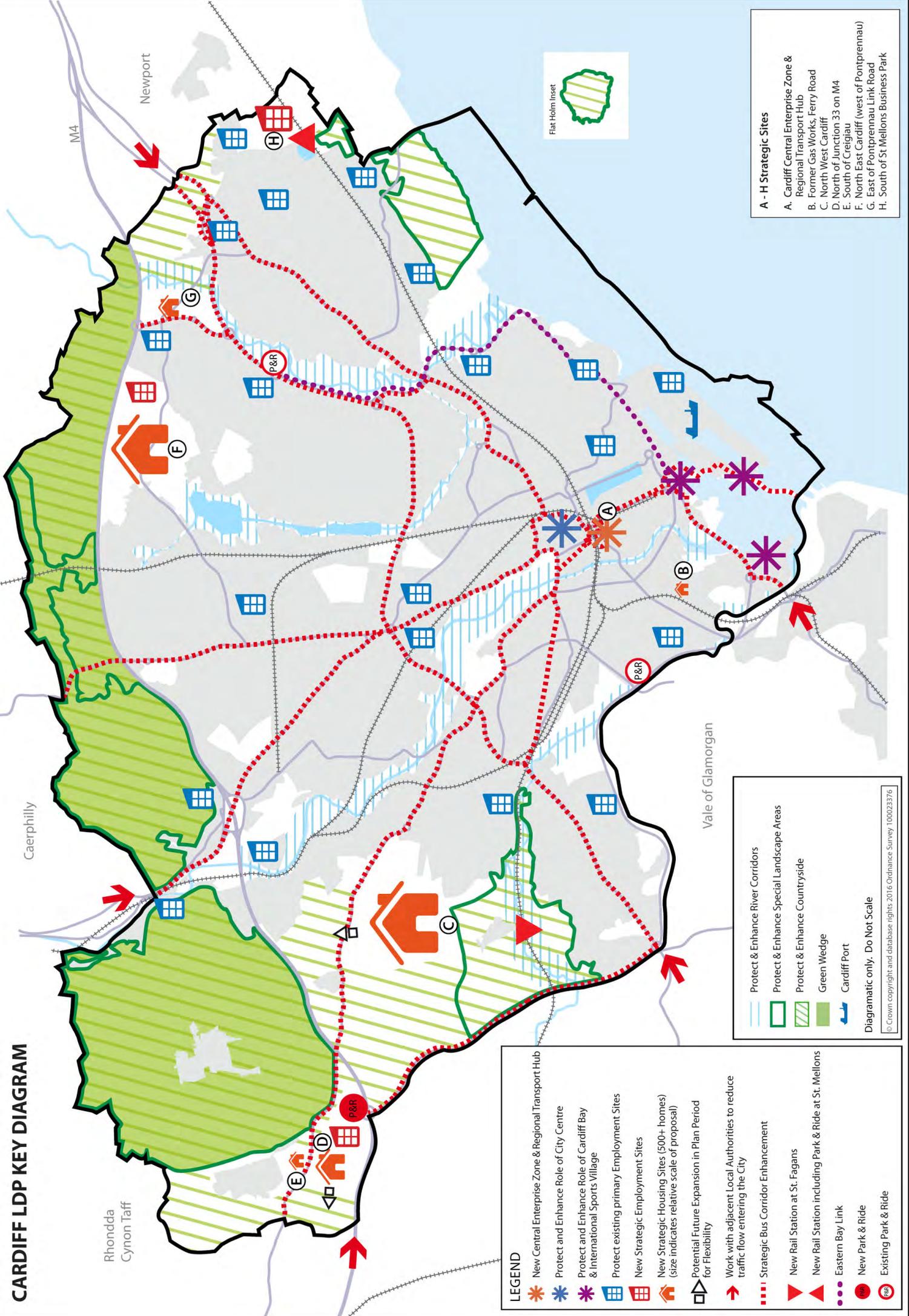
- Protect & Enhance River Corridors
- Protect & Enhance Special Landscape Areas
- Protect & Enhance Countryside
- Green Wedge
- Cardiff Port

Diagrammatic only. Do Not Scale

© Crown copyright and database rights 2016 Ordnance Survey 100023376

**A - H Strategic Sites**

- A. Cardiff Central Enterprise Zone & Regional Transport Hub
- B. Former Gas Works, Ferry Road
- C. North West Cardiff
- D. North of Junction 33 on M4
- E. South of Creigiâu
- F. North East Cardiff (west of Pontprennau)
- G. East of Pontprennau Link Road
- H. South of St. Mellons Business Park



## Key Policies

### 1. Making provision for new homes and jobs

#### KP1: LEVEL OF GROWTH

**The Plan makes provision for 45,415 new dwellings (including a 4,000 dwelling flexibility allowance) to deliver a housing requirement of 41,415 new dwellings and 40,000 new jobs in Cardiff between 2006-2026.**

- 4.12** As the LDP has progressed through its numerous stages of preparation, various level of growth options have been considered, consultations have been carried out and expert advice has been sought. The level of growth set out within this Key Policy is considered to best reflect an analysis of all relevant factors. Importantly, it is based on the most up-to-date information reflecting matters raised during the examination process and makes provision (including the flexibility allowance) to deliver the level originally set out in the Preferred Strategy.
- 4.13** All relevant factors, as set out in Planning Policy Wales and summarised below, have also been carefully considered. In this respect, it should be noted that national guidance states that the official projections should form the starting point for setting levels of growth in LDPs and makes it clear that any departure from these figures should be fully justified by demonstrable evidence. These official figures show a 42% rise in Cardiff's population for the period 2008-2033 and a 33% rise for the Plan period 2006-26 for which the Plan makes provision
- 4.14** No other material factors are considered to possess sufficient weight to warrant departure from this level of growth which is considered to:
- Accord with the Wales Spatial Plan aims by supporting Cardiff's role as centre of a networked city-region but not to excessive levels which could prejudice regeneration objectives elsewhere;
  - Accord with the Council's vision and LDP objectives;
  - Effectively respond to the regional collaborative dialogue which recognised the dangers of artificially restricting growth in Cardiff - there was a clear recognition of the positive 'ripple effects' of providing jobs and homes in Cardiff which improved prosperity in the wider city-region;
  - Effectively respond to the clear evidenced need to provide for a significant number of new homes and jobs. The Plan makes provision to deliver the official projections and is considered to strike the right balance having regard to the full range of factors;
  - Deliver necessary homes and jobs, but in a managed and controlled manner protecting key elements of Cardiff's environment;

- Meet deliverability and capacity factors - the LDP contains proposals and mechanisms which justify how deliverability and capacity matters can be adequately addressed. The wide range and choice of sites contributing to the provision together with the masterplanning approach which includes addressing the deliverability of supporting infrastructure demonstrates how development can be successfully brought forward in a managed way. (A higher level of growth would be considered difficult to justify in terms of deliverability factors and set an artificially high target for the 5 year supply requirements set out in TAN 1); and
- Respond in an evidence-based manner to the divergence of views expressed in consultation processes.

**4.15** The detailed breakdown of how it is intended to provide for the 41,415 new homes over the Plan period is shown in Table 1.

<b>Table 1: HOUSING PROVISION OVER THE PLAN PERIOD</b>			
<b>Row</b>	<b>Topic/Factor</b>	<b>Note/Source</b>	<b>Dwellings</b>
<b>NEW DWELLING REQUIREMENT 2006 - 2026</b>			
1	<b>2006-2026 Dwelling Requirement</b>	<b>As referenced in Policy KP1</b>	<b>41,415</b>
2	2006-2026 Dwelling Requirement per year (20 years)	Row 1 divided by 20 years	2,071
<b>CHANGE IN DWELLINGS 2006 to 2014 AND RESIDENTIAL LANDBANK AT 1st APRIL 2014</b>			
3	Change in Council Tax Dwellings 31 March 2006 to 31 March 2014 (8 years) (138,735 to 150,990)	Official data from ONS/ Valuation Agency  <a href="http://www.voa.gov.uk">http://www.voa.gov.uk</a>	12,255
4	Current Landbank (Under construction, Not Started and Sites Subject to a Legal Agreement).		10,885
<b>ADJUSTMENTS FOR CHANGE IN CURRENT DWELLING STOCK</b>			

<b>Table 1: HOUSING PROVISION OVER THE PLAN PERIOD</b>			
<b>Row</b>	<b>Topic/Factor</b>	<b>Note/Source</b>	<b>Dwellings</b>
5	Adjustments (Demolitions, Change of Use of Residential to Other Uses and Residential Conversions)		242
	<b>ALLOWANCES</b>		
6	Windfalls (including Change of Use Gains)		5,850
7	15% Flexibility Allowance for possible reduced dwelling yield on Brownfield sites in landbank and some 106 sites not coming forward.		-1,043
	<b>LDP STRATEGIC SITES*</b>		
8	Units on LDP Strategic Sites	Excludes Strategic Site A - existing commitment in the landbank	13,950
	<b>LDP NON-STRATEGIC SITES*</b>		
9	Units on LDP Non Strategic Sites		572
	* Allowance to avoid double counting on Strategic and Non Strategic sites in the landbank at 31st March 2014		-1,256
10	<b>Total Supply</b>		<b>41,456</b>
11	<b>Additional 10% flexibility allowance, as referenced in KP1.</b>		<b>4000</b>

**4.16** The Plan provides an extensive range and choice of opportunities for the creation of new homes and jobs. This is crucial to the overall delivery of homes and jobs by enabling different sites in different locations to be progressed concurrently. It also ensures flexibility as a limited number of sites would carry delivery risks should implementation problems be encountered on specific sites. The masterplanning approach, which also addresses the provision of infrastructure

and phasing, puts in place a framework to ensure the orderly development of sites. Key Policies on masterplanning, design and infrastructure, together with supporting documentation, explain this approach in more detail.

- 4.17** In terms of the provision of new homes, brownfield sites still contribute over half of the provision, but this is supplemented by new greenfield opportunities offering a fuller range and choice. This provides a much needed catalyst to the local housing market which has seen a recent shortage of greenfield sites and can help meet a growing latent demand. Furthermore, greenfield sites can play a key role in bringing forward high levels of affordable and family housing. Evidence has shown that site viability factors make it difficult for brownfield sites to consistently provide high levels of affordable housing.
- 4.18** It should also be noted that Cardiff has a finite supply of brownfield sites and that the previous LDP was withdrawn due to the Inspector's concerns that it was a 'brownfield only' Strategy.
- 4.19** The Plan recognises that there is a limited supply of acceptable brownfield land. It also recognises that not all existing brownfield sites with planning permission will be developed due to changed economic/market conditions.
- 4.20** However, brownfield sites will continue to play an important role and windfall provisions will form part of the provision for new homes as land uses within the city continue to evolve. For example, the Council is currently strategically assessing its land holdings which, over the Plan period, is likely to generate a wide range and choice of brownfield housing opportunities across the city.
- 4.21** The provision of a full range and choice of housing options also fully supports the delivery of the Economic Strategy - new homes and supporting community facilities can help attract new investment to the city and stimulate more movement in the housing market. Associated construction jobs would provide an additional benefit to the local economy.
- 4.22** New greenfield releases also bring with them the ability to contribute towards the wider provision of strategic infrastructure to the benefit of the city and wider city-region as a whole. For example, the delivery of sustainable transportation solutions will have positive implications for the wider community. In this respect, there are clear benefits of the locations of the strategic sites which offer the opportunity of a joined-up approach to deliver strategically important infrastructure in the North West and East/North East corridors. This assists in prioritising infrastructure provision in a planned and focused manner.
- 4.23** In order to deliver the required level of growth over the Plan period, there will be a need for a range and choice of sites to be on stream over the remainder of the Plan period. The masterplanning approach has been adopted to carefully manage

this process with Key Policies KP2 (A) to KP2 (H) providing a framework for the delivery of each Strategic Site in this respect. In this way, each site and each phase of development can bring with it the necessary range of supporting infrastructure. It should be noted that the scale of strategic sites open up the opportunity for delivering significant infrastructure benefits. However, some major elements may take a long period to deliver. Therefore, early phases will need to both deliver the infrastructure which is required for that particular phase along with contributing to the provision of wider strategic infrastructure which may be physically provided at a slightly later date. Detailed provisions will be put in place to secure delivery in such instances.

- 4.24** The Plan is considered sufficiently flexible to respond to changing conditions. This will be kept under review in the Annual Monitoring Reporting process allowing future reviews to address the need for change. Should demand be lower than anticipated, the sequence of provision will remain in place, thereby controlling development in an orderly manner and linking it in with infrastructure provision. However, this scenario would result in the trajectory being followed over a longer period allowing either Plan review or the next Plan to make appropriate judgement on future provision at that time.
- 4.25** Consideration also needs to be given to demand being higher than expected. This is considered to be a less likely possibility. However, the LDP tests of soundness demand that Plans are sufficiently flexible to be able to positively respond to changes in circumstances. This Policy therefore has a built-in 10% flexibility allowance.
- 4.26** In this way, if a need is identified in the Annual Monitoring Report before the end of the Plan period, additional land can be brought forward for residential purposes at that point in time in a Plan review. The Plan demonstrates a clear commitment to a long term direction of travel by identifying geographically defined areas which have been subject to SA/SEA analysis and are well positioned to meet such need, if required.
- 4.27** Work undertaken as part of this process has shown that there is limited scope for further development areas due to the environmental and other constraints around the city together. There is considered merit in focusing potential additional areas based upon proposed Strategic Sites where there is land available to take advantage of the comprehensive provision of new community and transportation infrastructure and minimising impact on areas of higher environmental sensitivity including land proposed for Green Wedge designation.
- 4.28** Three areas have been identified to provide flexibility as just one option may limit the scope for dwellings being delivered should problems be encountered on a particular site. It should also be noted in this respect that each area offers a large gross area with the combined potential to deliver more than just an additional

10% flexibility. The masterplanning of adjoining Strategic Sites will ensure that suitable access is secured and future Plan monitoring will trigger any future detailed consideration of infrastructure and masterplanning requirements should the need for the early release of the identified Search Areas be triggered within the Plan period.

**4.29** The areas considered most suitable to deliver this potential need are as follows:

- i. Land North of the North West Cardiff Strategic Site - Up to 57 hectares of land located between Llantrisant Road and the M4 Motorway bounded by the edge of Radyr to the East and the recent development on the former Rhydlafer Hospital to the West. This is a gross figure with the net developable area likely to be a significant reduction due to natural and infrastructure constraints within the site. This could provide a minimum of an extra 1,250 dwellings if required in the later phases of the Plan period but further masterplanning addressing long-term capacity is likely to demonstrate a higher figure is possible and the land is indicated as Search Area A on the Proposals Map;
- ii. Land West of the Strategic Site North of Junction 33 - Up to 41 hectares of land represents a logical extension of this site which falls between the M4 Motorway and Llantrisant Road. This could provide a minimum of an extra 1,250 dwellings if required in the later phases of the Plan period but further masterplanning addressing long-term capacity is likely to demonstrate a higher figure is possible. The land is indicated as Search Area B on the Proposals Map; and
- iii. North West Cardiff Strategic Site - the overall capacity of this site is considered to be in the order of 6,500-7,000 dwellings depending on the precise configuration of land uses and housing densities. Work undertaken to date suggests that a figure of 5,000 dwellings is appropriate for homes being delivered within the Plan period (by 2026). However, should build rates be faster than anticipated, this site represents an ideal opportunity to help meet any additional need within the Plan period and benefits from the comprehensive masterplanning of the area as a whole which is shown as an allocation in its entirety.

**4.30** In a similar way to the provision of new homes, a range and choice of new job opportunities is also proposed. It is important to ensure that a range and choice of employment land and business premises are provided to maintain and improve the competitiveness of the city, promote and protect indigenous business and attract inward investment.

**4.31** This approach responds to Cardiff's role as the main economic driver of the city-region accounting for 32% of total employment in South East Wales. At the heart of this approach is recognition that the Cardiff city-region clearly forms a natural economic area and it has consistently made a major positive contribution

to the economic growth of Wales. In core city analysis, Cardiff performs well and there is an opportunity to build further on this through continuing to enhance Cardiff's role and also improve linkages and connectivity within the city-region. It is also recognised that there are significant benefits for adjoining areas from Cardiff's success in achieving economic growth.

- 4.32** The Plan provides a framework for delivering a wide range and choice of employment sites in different locations and for different sectors including the key market sectors of ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. The range of new sites ensures that Cardiff can deliver the stated level of growth for new jobs. Importantly, different sites will perform different roles in the strategy. For example, Porth Teigr (Roath Basin) has the potential to become an important location for media and creative industries. Other locations may be better suited to small out of centre employment sites, including offices, creative industries, small workshops, and starter units.
- 4.33** The geographical spread of the 'Cardiff offer' also addresses the need to provide jobs in accessible locations. In this respect, the key strategic proposal relating to the Cardiff Central Enterprise Zone and Regional Transport Hub represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport.

## KP2: STRATEGIC SITES

**Strategic Sites are allocated as set out below to help meet the need for new dwellings and jobs:**

**Brownfield Strategic Sites:**

- (A) Cardiff Central Enterprise Zone and Regional Transport Hub;**
- (B) Former Gas Works, Ferry Road;**

**Greenfield Strategic Sites:**

- (C) North West Cardiff;**
- (D) North of Junction 33 on M4;**
- (E) South of Creigiau;**
- (F) North East Cardiff (West of Pontprennau);**
- (G) East of Pontprennau Link Road; and**
- (H) South of St Mellons Business Park - Employment only.**

- 4.34** Strategic sites are defined as being sites of 500 homes or more and/or with significant employment/mixed uses and which have the potential to deliver significant benefits to the city.

- 4.35** The purpose of this Policy is to help bring forward appropriate land in sustainable locations to satisfy the identified need for housing, employment and other uses.
- 4.36** This range and choice of strategic sites brings significant benefits of providing a genuine range and choice, critical to overall Plan delivery. Furthermore, the scale of sites enables more comprehensive solutions to be delivered which can bring about significant infrastructure improvements for the wider city and city-region.
- 4.37** The anticipated number of dwellings capable of being delivered from each strategic site is summarised in Table 1 (paragraph 4.15) together with Table 2.

**Table 2: SUMMARY OF STRATEGIC SITES**

Ref	Site	Proposed Use
A	Cardiff Central Enterprise Zone and Regional Transport Hub	<b>Major employment-led initiative including a Regional Transport Hub together with other mixed uses in Cardiff city centre in order to fulfil Cardiff's role as economic driver of the city-region, provide major employment opportunities focused on financial and business services and maximise the advantages of its location adjacent to the Central Station and Cardiff Bus Station.</b> Due to existing commitments which new proposals will update, current evidence suggests no net gain in units to avoid double counting. However any additional units over and above commitments will count as windfalls
B	Former Gas Works, Ferry Road	Housing-based scheme of 500 homes and other associated community uses
C	North-West Cardiff	Comprehensive development of approximately 5,000 homes within the Plan period including employment and other associated community uses
D	North of Junction 33 on M4	Mixed use of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site
E	South of Creigiau	Housing-based scheme of approximately 650 homes representing a southern extension of the existing village
F	North-East Cardiff (West of Pontprennau)	Comprehensive development of approximately 4,500 homes, employment and other associated community uses

Ref	Site	Proposed Use
G	East of Pontprennau Link Road	Housing-based scheme of approximately 1,300 with associated community uses
H	South of St Mellons Business Park	Strategic employment site

- 4.38** The combination of development on these sites will result in the delivery of approximately 13,950 new dwellings together with a range and choice of employment opportunities and a significant amount of supporting infrastructure and community facilities.
- 4.39** A summary of the key infrastructure requirements relating to the Strategic Sites are provided within KP2(A) to KP2(H). This information will be cross-referenced in the Cardiff Infrastructure Plan which is a, 'living document' sitting alongside the LDP. The Infrastructure Plan is directly linked to the LDP Monitoring Framework and regularly updated in order to effectively respond to changes in baseline information, procedures and legislation. Estimated costs of infrastructure provision and details of estimated square footages of facilities are referenced within the Infrastructure Plan based on current considerations, requirements, and information available at a point in time so represent indicative figures. Future updates to the Infrastructure Plan will allow such information to be regularly updated to reflect prevailing circumstances and show more detail when it is known. Policies KP6 and KP7 relating to new infrastructure and planning obligations provide further policy guidance with regard to the delivery of new infrastructure and are also linked to the Infrastructure Plan and Annual Monitoring Framework.
- 4.40** Infrastructure requirements for these sites will primarily be delivered through planning obligations/ Section 106 Agreements with policies KP6 and KP7 providing the policy framework. Policy KP6 also outlines other potential funding sources which may be required in addition to developer contributions. Further details as they emerge will be incorporated into the Infrastructure Plan as it is updated in future years as part of the formal LDP monitoring process.
- 4.41** The masterplanning and good quality & sustainable design principles set out in KP4 and KP5 will be used to provide a framework to consider planning applications relating to all Strategic Sites along with other development as defined in the policies. In addition, the site-specific masterplanning requirements for each Strategic Site are identified within KP2(A) to KP2(H) and depicted, where appropriate, on the indicative Schematic Frameworks. Although only for illustrative purposes, the Schematic Frameworks should be read in conjunction with relevant policies to provide an over-arching context for the future development of the Strategic Sites.

## KP2 (A): CARDIFF CENTRAL ENTERPRIZE ZONE AND REGIONAL TRANSPORT HUB

Land is allocated at Cardiff Central Enterprise Zone, as defined on the Proposals Map, for a major employment-led initiative including a Regional Transport Hub together with other mixed uses in Cardiff City Centre in order to fulfil Cardiff's role as economic driver of the city-region, providing major employment opportunities focused on financial and business services and maximise the advantages of its central location. Supporting essential, enabling and necessary infrastructure will be delivered in a phased manner with specific requirements secured through planning consents including:

### Essential/Enabling Infrastructure

- **Transport & Highways:**
  - Central, public transport hub providing access to and interchange between rail network, the rapid transit and strategic bus corridors referred to in Policy T2, the city-wide bus network and the strategic cycle network;
  - Improving existing bus routes and services including bus priority measures between the site, Cardiff Bay and other parts of the city;
  - Rapid Transit- Southern Corridor
- **Walking and cycling:**
  - Enhance pedestrian and cycle access between north and south sides of main railway line including enhanced railway underpasses;
  - Enhance east and west connections through the area connecting developments;
  - Enhanced/ extend Canal Park as a cycling and walking route, creating a new green corridor linking the Bay Waterfront to Callaghan Square, the City Centre and beyond;
  - Integrate site with the Strategic Cycle Network Enfys including Routes 1,2,3, 4, 5, 6, 9, 90, 34, 35, 50, the city centre 'hub' routes, the Taff Trail and the Bay Trail;
  - Provide a central cycle parking hub with associated facilities as an integral component of the regional public transport hub and of a scale befitting its regional and capital function;
  - Provide secure cycle parking and associated facilities in locations which encourage cycling to the city centre and integration with public transport services;

- Improve connections to Millennium Stadium including Gate 5;
- Create continuous river walk on Taff East bank.

#### **Necessary Infrastructure**

- Education-1 new Primary School and contribution to existing Secondary Schools;
- Minimum of approximately 7ha Open Space including approximately 3.5ha of formal recreation, 1 playground, 1 teen facility, 1x 40 plot allotment site;
- Contribution to off-site community facility provision.

**Development shall accord with the following key masterplanning requirements (as depicted, where appropriate, on the Schematic Framework):**

- Densities will be maximised to make efficient use of city centre land in a highly accessible location. High rise, high density developments at appropriate locations within the site are encouraged and residential densities in excess of 100 dwellings per hectare are not considered unreasonable in principle. Employment densities for B1 office development are expected to be at least 14.5 square metres per employee (gross external area);
- Employment provision to include Grade A office accommodation and developing Callaghan Square as Wales' premier business location. The site will also provide a range and choice of opportunities to meet business needs including start-up businesses, creative workshops and incubator units;
- Create destination spaces with active uses which complement the business offer including Central Square (new public piazza with active ground floor uses), Southern Gateway (new public space south of Central Station), Callaghan Square (greening of spaces whilst maintaining a 'civic' presence), and Taff East Bank (creating active uses and new leisure destination);
- Make improvements to the Arena Area with links to Queen Street Station;
- Ensure that development does not prejudice the future delivery of the Metro by keeping free land required for the project once land requirements are known;
- Provision of high quality way-finding and clearly defined pedestrian routes to key destinations;
- Ensure a consistent approach to the use of high quality street furniture and paving materials;

- **Improve routes and connections to support the Butetown Regeneration with links to community facilities and services including Loudoun Square as a community “hub”;**
- **Maximise linkages to the Taff Trail and Canal Park;**
- **Integrating new development sensitively with new and existing developments and take opportunities for commercial activity along Dumballs Road;**
- **Upgrade site gateways, railway bridges/ underpasses and the public realm;**
- **Effectively responding to landscape and biodiversity assets by:**
  - **Maximising the asset of River Taff frontage;**
  - **Developing opportunities for natural greenspaces to create urban parkland settings;**
- **Effectively respond to heritage assets by:**
  - **Assessing and effectively addressing potential impacts on Conservation Areas and Listed Buildings within and adjoining the site;**
  - **Integrating public art and heritage interpretation as part of proposals;**
- **Investigating opportunities for new developments in Dumballs Road to have a separate drainage system , including running surface water to the river and integrating landscaped areas;**
- **Seek to develop opportunities for SUDS to relate to/ extend the “Greener Grangetown” scheme.**

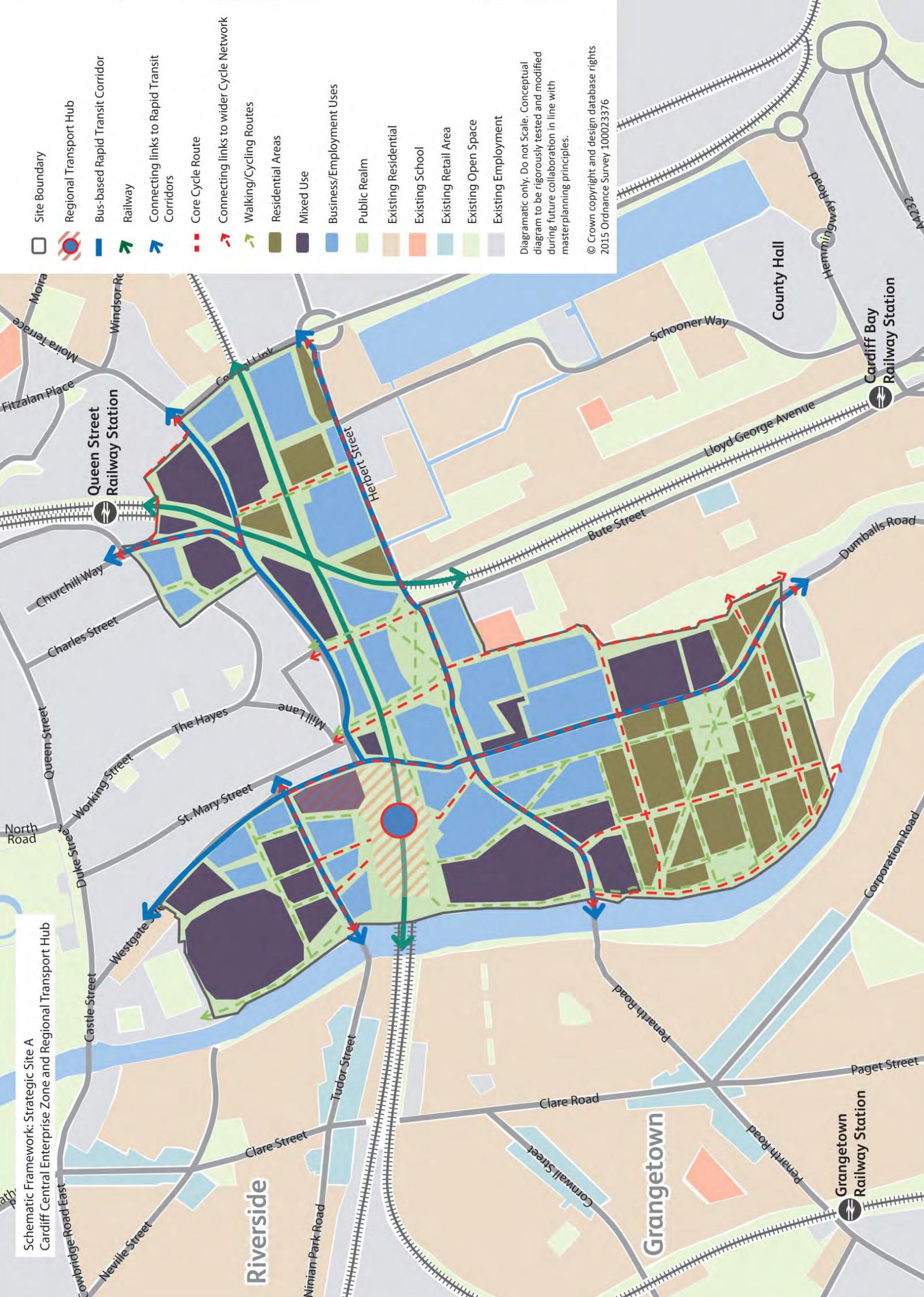
**4.42** The Cardiff Central Enterprise Zone is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the largest brownfield site within the Plan (78.8 ha) and occupies a particularly accessible location in the centre of Cardiff including the major transportation hub around Cardiff Central station. Overall, it represents a significant sustainable regeneration opportunity in the heart of the city and is fully consistent with delivering the Plan’s vision and objectives.

**4.43** The land is owned by numerous landowners and will be delivered by a number of different developers operating out of different sites. This policy, together with other relevant policies, will provide the overarching masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management

process. In this respect it should be noted that different potential projects in the area are operating to different timescales so an over-prescriptive approach would not be appropriate.

- 4.44** Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision.
- 4.45** The site is in a central location with a good level of accessibility by non-car based travel. The transport sustainability of the site will be further enhanced through the development of the regional transport hub linking different sustainable forms of transport and the wider improvements to the strategic public transport network and the walking and cycling networks that will be secured in conjunction with the development of other Strategic Sites and through the Council's own infrastructure programmes.
- 4.46** Although details of the mode and potential alignments of the Metro are not yet known it is likely that the project will provide access to this Strategic Site. Work undertaken to date by the Welsh Government has not firmed up detailed proposals and there is no current certainty on any detailed alignments so it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. Therefore, this policy references the potential future need to safeguard land required for the Metro project once any land requirements are known. Future Plan reviews and the annual monitoring framework linked to the 'living' Infrastructure Plan provide mechanisms to ensure the LDP process can be further updated in this respect.

Schematic Framework: Strategic Site A  
Cardiff Central Enterprise Zone and Regional Transport Hub



Riverside

Grangetown

County Hall

Grangetown Railway Station

Cardiff Bay Railway Station

Queen Street Railway Station

Castle Street  
Neville Street  
Ninian Park Road  
Tudor Street  
Clare Street  
Clare Road  
Cornwall Street  
Penarth Road  
Paget Street  
Grangetown Railway Station

Westgate Street  
St. Mary Street  
Mill Lane  
The Hayes  
Working Street  
Queen Street  
Dunfermline Street  
North Road  
Churchill Way  
Charles Street  
Queen Street  
Fitzalan Place  
Moria Terrace  
Windsor Road  
County Link  
Herbert Street

Bute Street  
Lloyd George Avenue  
Schooner Way  
Dumballs Road  
Corporation Road

Penarth Road  
Penarth Road  
Penarth Road  
Hemmingway Road  
A4232

## KP2 (B): FORMER GAS WORKS, FERRY ROAD

Land is allocated at the former Gas Works, Ferry Road, as defined on the Proposals Map, for a housing-based scheme of 500 homes and other associated community uses, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

### Essential/ Enabling Infrastructure

- **Walking and cycling:**
  - Improve pedestrian access to public transport facilities in the vicinity of the site;
  - Provide new and enhance existing pedestrian/cycle links from the site to the Ely Trail, Grangemoor Park, Cardiff Bay Retail Park and other community facilities within the area including Channel View Centre.

### Necessary Infrastructure

- Contribution to off-site community facility provision;
- Education- Contribution to existing Primary and Secondary Schools;
- Minimum of 1.2ha Open Space including 1 playground, 1 teen facility, plus contributions to formal open space, allotment provision and play provision.

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

- Densities will be maximised to make efficient use of this brownfield site with high density residential accommodation of at least 50 dwellings per hectare considered appropriate and in keeping with the characteristics of the area;
- The density, design, scale and layout at the northern end of the site should respond effectively to the adjacent Ikea building;
- The layout should relate effectively to the railway line forming the western boundary of the site including mitigating any acoustic impacts;
- Ensure that the cycle trail linking the Ely Trail to Ferry Road is retained and that the layout provides a safe and overlooked solution;

- **Maximise the relationship between the site, the River Ely and Grangemoor Park including extending the park along the river frontage to create a riverside park with informal play opportunities;**
- **Effectively respond to landscape and biodiversity assets by:**
  - **Mitigating and compensating for reptiles and bats;**
  - **Enhancing the buffer of trees along the railway line;**
  - **Ensuring an adequate buffer from the River Ely Site of Importance for Nature Conservation to protect the river bank and associated vegetation;**
- **Effectively respond to heritage assets by:**
  - **Assessing and effectively addressing potential impacts on the character and setting of the Listed Gas Holder and demonstrating how the proposals can successfully integrate this historic asset;**
- **Explore the potential to collect methane gas from Grangemoor Park to create a heat and power system together with exploring other potential opportunities such as biomass to create electricity and to heat the site's buildings.**

- 4.47** The former Gas Works, Ferry Road, is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is a brownfield site (9.9 ha) well-located within the urban area adding to the range and choice of housing offer in the Plan.
- 4.48** The land is owned by a single landowner and will be delivered in a comprehensive manner. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.
- 4.49** The relative scale of the site allows for a maximum of 2 outlets at any time with full delivery of the 500 units anticipated between 2017 and 2024. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.
- 4.50** Due to the accessible location of the site and proximity to existing social/ community facilities in the area it is considered appropriate to secure developer contributions to improve nearby facilities as outlined in the policy.

Schematic Framework: Strategic Site B  
Former Gas Works, Ferry Road

-  Site Boundary
-  Core Cycle Route
-  Connecting links to wider Cycle Network
-  Listed Building
-  Residential Areas
-  Open Space Corridors
-  Existing Residential
-  Existing School
-  Existing Retail Area
-  Existing Open Space
-  Existing Employment

Diagrammatic only. Do not Scale.  
Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.

© Crown copyright and design database rights 2015 Ordnance Survey 100023376



## KP2 (C): NORTH WEST CARDIFF

Land is allocated at North West Cardiff, as defined on the Proposals Map, for a mixed-use comprehensive development including a minimum of 5,000 homes and local employment opportunities, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

### Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - Provision of new bus-based Rapid Transit Corridors through the site providing links between the District/Local Centres and a new Transport Hub in the Easternmost District/Local Centre;
  - Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Western Bus Corridor and other routes within the North West Rapid Transit Corridor;
  - Off-site infrastructure including bus priority enhancements on the Western Bus Corridor and measures to improve linkages into Rhondda Cynon Taf;
  - Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services.
- **Walking and cycling:**
  - On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including existing local centres and Schools at Fairwater, Pentrebane, Danescourt and Radyr;
  - Links to the Taff and Ely Trails;
  - Links to off-site public transport destinations including Radyr, Danescourt and Llandaff Rail Stations.

### Necessary Infrastructure

- 1 District Centre and 3 Local Centres (including provision of business and local employment uses), Primary Care facility, Multifunctional community leisure facility including library facility, and financial contribution to upgrading of Fairwater Leisure Centre;

- **Education-1 new Secondary School, 3-4 new Primary Schools located in or adjacent to District/Local Centres, and financial contribution to existing Primary Schools in earlier phases;**
- **Minimum of 30ha Open Space including 15ha of formal recreation, 6 playgrounds including destination play area, 2 teen facilities plus off-site contribution, and 2x 50 plot allotment sites (through on-site/ off-site provision)**

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

- **Provide a range of densities with high density (minimum of 45 - 50+ dwellings per hectare) mixed-use development within District/Local Centres and medium to high density (35-50+ dwellings per hectare) along the Rapid Transit Corridors;**
- **Initial phases towards the east and along Llantrisant Road, middle phases towards the centre of the site and later to the west;**
- **Ensure that the potential future delivery of the 'Metro' is not precluded by keeping a corridor alongside and including the disused rail line running through the site (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;**
- **District/ Local Centres to be accessible by walking, cycling and public transport and accommodate a range of services including convenience goods floorspace plus other retail of a scale and nature which accord with Plan retail policies with the anchor food store to be located within the District Centre towards the east of the site;**
- **Employment provision (B1 & B1(b)(c)) to be located in and adjoining the District/Local Centres amounting to approximately 15,000sqm;**
- **New Schools to be located in and adjoining the District/Local Centres;**
- **Provide good land use and transportation integration with the adjoining areas of Pentrebane, Fairwater and Radyr;**
- **Providing an active frontage onto Pentrebane and Llantrisant Roads;**
- **Effectively respond to landscape and biodiversity assets by:**
  - **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
  - **Links between retained woodlands at Coed y Trenches, Coed y Gof, Waterhall, Halfwrt and Coedbychan;**
  - **Corridor along the valley through the middle of the site;**
  - **Links to the countryside to the west and south-west;**

- **Linking corridors where possible between the above to provide a good network;**
- **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts on the site including protection of the existing 2 ponds in the Pentrebane Cottages SINC and provision of a minimum of 2 additional ponds in the locality;**
- **Providing suitable buffers to retained woodlands referred to above and other habitats including hedgerows and streams;**
- **Effectively respond to heritage assets by:**
  - **Assessing and effectively addressing potential impacts on the St Fagans Conservation Area (retain woodland/ hedgerow buffers together with provision of new planting) and the Listed Buildings (together with their settings) within and adjacent to the site;**
- **Effectively respond to other constraints including Radyr Golf Course (ensuring no conflict with errant golf balls) and existing easements (overhead pylons and underground infrastructure); and**
- **Ensuring that that development does not adversely affect the water quality of the Nant Rhydlafer.**

**4.51** North West Cardiff is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the largest Strategic Site within the Plan (346 ha) and relates to countryside to the west of Radyr, Fairwater and Pentrebane, and to the north of the village of St Fagans.

**4.52** The vast majority of the land at North West Cardiff is within the control of the Trustees of St Fagans No. 1 & 2 and No. 3 Trust and will be delivered by a number of different developers operating out of different outlets. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

**4.53** The scale of the site allows numerous outlets to be operating at any one time in different parts of this large site and will provide a wide range and choice of housing offer and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

- 4.54** Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus 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 with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with Policy T2 in order to support delivery of the 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.
- 4.55** Although details of the mode and potential alignments of the Metro have yet to be defined, it is important that the development of this site does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests that the disused rail line running through the middle of the site forms the most likely option in this locality but there is currently no certainty on the detailed alignment. For example, there is uncertainty of the future mode and whether the route would be based on the existing disused rail line or whether it would be better located either alongside to the north or to the south.
- 4.56** Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, densities and layouts are developed to take account of the potential delivery of this strategic transportation project.
- 4.57** District and Local Centres will be the focus for community uses and activities including Schools in close proximity. The precise number of Primary Schools (3/4) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process.
- 4.58** It should be noted that it is anticipated that the delivery of this large site will extend beyond the plan period (some 1,500 homes are anticipated being delivered post 2026). In this respect, whilst the Schematic Framework relates to the total geographical extent of the overall site area to ensure a high-level consistent approach to addressing site-specific factors, the infrastructure requirements as set out in this policy relate to the number of homes proposed during the plan period (for 5,000 new homes). Future annual monitoring, Plan reviews and ongoing updates to the Infrastructure Plan will ensure that any infrastructure

requirements for homes post-2026 are captured at the appropriate juncture and consequently inform any future Development Management activity with regard to homes over and above the 5,000 proposed during the plan period.

- 4.59** Search Area A (north of Llantrisant Road) 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. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.

Schematic Framework: Strategic Site C  
North West Cardiff



- Site Boundary
- Transport Hub
- ▬ Bus-based Rapid Transit Corridor
- ➔ Connecting links to North West Corridor
- Safeguarded route for Metro within site.
- ▬ Core Cycle Routes
- ➔ Connecting links to wider Cycle Network
- ➔ Walking/Cycling Routes
- Residential Areas
- District/Local Centres
- Secondary School
- Primary School
- Retained woodland
- Open Space Corridors
- Existing Residential
- Existing School
- Existing Retail Area
- Existing Open Space
- Existing Employment

Diagrammatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.

© Crown copyright and design database rights 2015 Ordnance Survey 1000231106

# 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 with specific details formally tied into planning consents including:**

**Essential/ Enabling Infrastructure**

- **Transport & Highways:**
  - **Provision of new bus-based Rapid Transit Corridors through the site North of Junction 33 linking directly to the Western Bus Corridor;**
  - **Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Western Bus Corridor and other routes within the North West Rapid Transit Corridor;**
  - **Off-site infrastructure including bus priority enhancements on the Western Bus Corridor and measures to improve linkages into Rhondda Cynon Taf;**
  - **Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services;**
  - **Strategic park and ride facility North of Junction 33 linked to the Rapid Transit Corridor and public transport node including Bus Gate to provide priority for public transport and limit unauthorised access by car to Junction 33;**
  - **Public transport node in close proximity to the employment uses, Park & Ride facility and Local Centre to the south of the site;**
  - **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 within the site and linking to key local services, facilities and destinations including the new neighbourhood centre from the north, improved pedestrian/ cycling links to existing and proposed schools;
  - Provide a safe crossing of Llantrisant Road;
  - Creating an east-west connection between Public Rights of Way (Footpaths numbered 10 & 18)

#### **Necessary Infrastructure**

- **1 Local Centre within Site D including Primary Care facility and multifunctional community leisure facility including library facility;**
- **Education: 1-2 new Primary Schools with 1 located in or adjacent to Local Centre, and financial contribution to existing Secondary Schools;**
- **Minimum of 12ha Open Space including 6ha of formal recreation, 3 playgrounds, 1 teen facility, and 1x 40 plot allotment site;**
- **Improve community facilities in the existing neighbourhood centre in Creigiau to provide new facilities for existing and new residents**

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

- **Provide a range/ gradient of densities across the site with the highest density (minimum of 45-50+ dwellings per hectare) around the Local Centre to the south of the site. Medium density housing (35-45+ dwellings per hectare) will be provided on land close to Llantrisant Road and adjacent to the Rapid Transit Corridors and to the west of the land south of Creigiau. Lower densities will be provided on the elevated land west of Cardiff Road and to the west of the site North of Junction 33;**
- **Layouts on Sites D and E should reflect the interrelationships between the sites with delivery considered acceptable in tandem through different outlets with initial phases including the provision of the park and ride facility together with public transport enhancement measures;**
- **Ensure that the potential future delivery of the 'Metro' is not precluded by keeping a corridor through the sites (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;**

- **Exclude vehicular access onto the M4 except for part of the park and ride facility and part of the business area situated adjacent to the junction;**
- **Exclude through-traffic between both sites;**
- **Provide future vehicular, walking/ cycling access from the site North of Junction 33 to the ‘flexibility allowance land’ to the west;**
- **Facilitate interchange between local bus and rapid transit services;**
- **Local Centre to be located north of the business land and adjacent to the rapid transit interchange and Primary School and to include convenience goods floorspace plus other retail use of a scale and nature which accords with Plan retail policies;**
- **High quality business uses to reflect the strategic location of the site (excluding B8 uses) to be located adjacent to Junction 33 and an additional flexible local employment space to be located adjacent to the Motorway to the south west of the site;**
- **Provide a landscape buffer between employment and residential uses and along the boundary of the M4 to reduce impact;**
- **Provide safe and convenient pedestrian/ cycle links between the site and Creigiau village including links with existing Public Rights of Way;**
- **Effectively respond to landscape and biodiversity assets by:**
- **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
  - **Links between retained ancient woodland at Castell y Mynach, marshy area to the north and young woodland buffer strip alongside Llantrisant Road;**
  - **Links from the Nant Henstaff, through Coed Gwentybwlau, linking to the disused rail line and Pencoed Wood;**
  - **Enhancing the disused rail line as a walking/ cycling and ecological corridor;**
  - **Links to the countryside to the west;**
  - **Linking corridors where possible between the above to provide a good network.**
  - **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts and Dormouse on the site including protection of the existing watercourses and provision of suitable compensatory planting to supplement existing retained habitats;**
  - **Providing suitable buffers to retained woodlands and streams referred to above and other habitats including hedgerows within the sites;**

- **Effectively respond to heritage assets by:**
  - **Assessing and effectively addressing potential impacts on known assets including the Listed Buildings of Pencoed House, Church of St Eldeyrn and the Old Forge.**

- 4.60** North of Junction 33 on the M4 and South of Creigiau are two of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. As the sites are adjacent and separated only by Llantrisant Road, there is considered logic in setting out masterplanning and infrastructure requirements in a comprehensive manner but also including addressing site-specific issues for each site. The sites amounting to 141ha will help bring forward new homes, jobs and supporting infrastructure including a new strategic park and ride facility.
- 4.61** The masterplanning process to date has reflected joint-working between parties relating to both sites to ensure a comprehensive approach is taken.
- 4.62** This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.
- 4.63** The scale of the sites allows numerous outlets to be operating at any one time and will provide a wide range and choice of housing offer and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.
- 4.64** Rapid Transit Corridors within the site North of Junction 33 will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus 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 with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with Policy T2 in order to support delivery of the 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.

- 4.65** Although details of the mode and potential alignments of the Metro have yet to be defined it is important that the development of these sites does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests numerous potential options in this area and there is currently no certainty on the detailed alignment. For example, there is uncertainty of the future mode and whether the route would be based on the existing disused rail line or whether it would be better routed elsewhere.
- 4.66** Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, layouts and densities are developed to take account of the potential delivery of this strategic transportation project.
- 4.67** The new Local Centre on Site D and new Primary School to be located within or adjoining it will be a focus for community uses and activities. Facilities will also be improved in the existing neighbourhood centre in Creigiau to provide new facilities for existing and new residents. The precise number of Primary Schools (1/2) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process. Specifically, consideration will be given to the merits of extending the existing Primary School at Creigiau as an alternative to the provision of a second new school.
- 4.68** Search Area B (to the west of the site 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. However, as a minimum, this policy sets out the need to provide potential future vehicular, walking and cycling access from Site D to the 'flexibility allowance land' to the west. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.

Schematic Framework: Strategic Sites D and E  
Land at J33 / South of Creigiau



- Site Boundary
- Existing Residential
- Existing School
- Existing Retail Area
- Existing Open Space
- Existing Employment
- Listed Building

- Bus-based Rapid Transit Corridor
- Connecting links to North West Rapid Transit Corridor
- Park and Ride
- Bus Gate
- Safeguarded route for Metro within site.
- Core Cycle Route
- Connecting links to wider Cycle Network
- Walking/Cycling Routes
- Residential Areas
- District/Local Centres
- Primary School
- Business/Employment Uses
- Retained woodland
- Open Space Corridors

Diagrammatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.

© Crown copyright and design database rights 2015 Ordnance Survey 100023376

## KP2 (F): NORTH EAST CARDIFF (WEST OF PONTPRENNAU)

Land is allocated at North East Cardiff (West of Pontprennau), as defined on the Proposals Map, for a mixed-use comprehensive development of a minimum of 4,500 homes, employment and other associated community uses, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

### Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - Provision of new bus-based Rapid Transit Corridors through the site providing links between the District/Local Centres including Bus Gates at access point to Cardiff Gate Business Park and St Mellons Road at the eastern edge of the site;
  - Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Eastern/Northern Bus Corridors and other routes within the North Eastern Rapid Transit Corridor including services linked to Strategic Site G, facilitating transfer/ improving interchange facilities to Rhymney Line rail services at Llanishen Station and Thornhill Station, and, employment facilities at St Mellons Business Park and Strategic Site H;
  - Off-site enhancements including bus priority measures to the Eastern/Northern Bus Corridor;
  - Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services;
- **Walking and cycling:**
  - On and off-site measures to provide safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including existing local centres and Schools at Pontprennau, Pentwyn, Lisvane and Cardiff Gate Business Park;
  - Links to off-site public transport destinations including Llanishen and Thornhill Rail Stations.

### Necessary Infrastructure

- 1 centrally located District Centre and 1 Local Centre including Primary Care facility, Multifunctional community leisure facility including library facility, and financial contribution to upgrading of Llanishen and Pontprennau Leisure Centres;
- Education-1 new Secondary School, 3 new Primary Schools and financial contribution to existing Primary Schools;
- Minimum of 26ha Open Space including 13ha of formal recreation, 6 playgrounds including destination play area, 1 teen facility plus off-site contribution, and 2x 50 plot allotment sites.

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

- Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) mixed-use development within District/Local Centres and along rapid transit corridors. Medium density (35-45+ dwellings per hectare) around the edge of Pontprennau and to the north of the site. Lower densities to be provided around the edge of Lisvane;
- Initial phases towards the West of the site with middle phases towards the centre and south (including District/ Local Centres) and later phases to the north and east of the site;
- Centrally located District/ Local Centres accessed by rapid transit corridors including interchange facilities between sustainable transport modes and accommodating a range of services including convenience goods floorspace plus other retail of a scale and nature which accord with Plan retail policies;
- Introduce measures to reduce impact of noise from the M4;
- Effectively integrate existing buildings into the design and layout;
- Retain and enhance Public Right of Way network within the site and provide safe, convenient and legible links to the countryside North of the M4, Nant Fawr corridor, Cardiff Gate Business Park and Pontprennau;
- Employment provision (B1 & B1(b)(c)) to be located in and adjoining the District Centre and adjacent to Cardiff Gate Business Park amounting to approximately 6.5ha;
- Provide good land use and transportation integration with the adjoining areas of Lisvane and Pontprennau;
- Effectively respond to landscape and biodiversity assets by:

- **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
  - **Utilising the stream network (particularly the Nant Ty Draw, Nant Glandulais and Nant y Draenog) as core elements of new ecological corridors through the site;**
  - **Links from the Nant Fawr corridor south west of the site ensuring the corridor links to other open space corridors within the site;**
  - **Links to access points to the countryside to the north west at Lisvane and underpasses below the M4;**
  - **Linking corridors where possible between the above to provide a good network;**
  - **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Dormouse on the site including provision of suitable compensatory planting to supplement existing retained habitats including Malthouse Woods, other woodlands and hedgerows;**
  - **Providing suitable buffers to the Llanishen Reservoir SSSI, retained woodlands and streams referred to above and other habitats including hedgerows within the site;**
- **Effectively respond to heritage assets by:**
  - **Assessing and effectively addressing potential impacts on known assets including Listed Buildings within and near to the site;**
- **No development to take place within the C2 flood zone area forming part of the Nant Glandulais valley.**

**4.69** North East Cardiff (West of Pontprennau) is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the second largest Strategic Site (237 ha) within the Plan and relates to countryside located between Lisvane to the west, Pontprennau to the east and the M4 Motorway to the north.

**4.70** The Site will be delivered by a number of different developers operating out of different outlets. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

- 4.71** The scale of the site allows numerous outlets to be operating at any one time in different parts of this large site and will provide a wide range and choice of housing offer and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.
- 4.72** Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations to allow bus rapid transit to avoid queueing traffic. Bus-based Rapid Transit Corridors will link the site to the Northern and Eastern Bus Corridors with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Northern and Eastern Bus Corridors as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the 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.
- 4.73** District and Local Centres will be the focus for community uses and activities including schools in close proximity. They will be well located in relation to sustainable transportation options and also link into the network of green corridors largely based on the existing stream network.



## KP2 (G): EAST OF PONTRENNAU LINK ROAD

Land is allocated East of Pontprennau Link Road, as defined on the Proposals Map, for a housing-based scheme of a minimum of 1,300 homes with associated community uses, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

### Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - Provision of new bus-based Rapid Transit Corridors through the site including links to the Local Centre and provision of Bus Gates at St Mellons Road at the north western edge of the site and Bridge Road to the south east of the site;
  - Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Eastern Bus Corridors and other routes within the North Eastern/Eastern Rapid Transit Corridor including services linked to Strategic Site F, facilitating transfer/ improving interchange facilities to Rhymney Line rail services at Llanishen Station and Thornhill Station, and, employment facilities at St Mellons Business Park and Strategic Site H;
- **Off-site enhancements including bus priority measures to the Eastern Bus Corridor;**
  - Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services taking account of links with Strategic Site F;
  - Provide a bus-only route along Bridge Road
- **Walking and cycling:**
  - On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including employment in Pontprennau, Pentwyn and Cardiff Gate Business Park;
  - Improve walking/cycling access at junction of Church Road/ A4232/Heol Pontprennau;
  - Provide a safe, attractive and convenient link from the site to the Rhymney Trail;

- Enhance subway under A48, south of St Edeyrn's Church;
- Provide cycle/pedestrian link between the subway under the A48 and Mill Lane, Llanrumney;
- Upgrade Rhymney Trail to provide shared pedestrian/cycle route between subway under A48, south of St Edeyrn's Church and the subway west of Pentwyn interchange

### Necessary Infrastructure

- 1 centrally located Local Centre linked to rapid transit infrastructure and school facilities including Primary Care facility (Branch Surgery linked to Strategic Site F), multifunctional community facility, and financial contribution to upgrading of Pentwyn and Pontprennau Leisure Centres;
- Education-1 new Primary School located in or adjacent to the local Centre and financial contribution to provision of Secondary School at Strategic Site F;
- Minimum of 7.9ha Open Space including 3.9ha of formal recreation, 2 playgrounds, 1 teen facility, and 1x 26 plot allotment site.

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

- Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) alongside rapid transit corridor towards centre of site, medium density (35-45+ dwellings per hectare) towards the north and lower densities alongside the riverside park;
- Initial phases in the south, middle phases towards the centre and later phases to the north;
- Local Centre to accommodate a range of services including convenience goods floorspace and other retail of a scale and nature which accords with Plan retail policies;
- Integrate cluster of low density buildings at St Julian's Manor/ House;
- Effectively respond to landscape and biodiversity assets by:
  - Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:
    - Creating a riverside park incorporating the Rhymney Trail and other Public Rights of Way on an extensive area of land to the east of the site with links running west into the site;

- **Retaining the green buffer along the A4232 (primarily as an ecological resource and landscape role);**
- **Links from riverside park to countryside to north and Rhymney Valley to south west;**
- **Linking corridors where possible between the above to provide a good network.**
- **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Dormouse on the site including provision of suitable compensatory planting to supplement existing retained habitats including compensatory planting on the southern and eastern site boundaries;**
- **Providing suitable buffers to retained habitats, particularly the hedgerows within the site;**
- **Effectively respond to heritage assets by:**
  - **Assessing and effectively addressing potential impacts on known assets including Listed Buildings within and near to the site;**
  - **Preserving the village character around Llanedeyrn village and effectively integrate existing buildings into layout including protecting view of St Edeyrn's Church from the A48;**
  - **Assessing and addressing potential impacts on the Listed Buildings of Unicorn Public House, Church of St Edeyrn, Bridge House Farm, St Julian's Manor House and associated curtilage structures;**
- **Protect water quality of River Rhymney and Nant Mwlán;**
- **Address issues with Japanese Knotweed along the River Rhymney;**
- **No development to take place in C2 flood zone forming part of River Rhymney valley.**

**4.74** Land East of Pontprennau Link Road forms one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It amounts to 80.7 ha and is located in countryside located between the Pontprennau Link Road to the West, River Rhymney valley to the east, the A48 to the south and the M4 Motorway to the north.

**4.75** Most of the land is owned by a single landowner and has the benefit of Outline Planning Permission for 1,020 homes together with supporting infrastructure and facilities. A Section 106 Agreement has been signed and secures the phased delivery of supporting infrastructure and facilities including the provision of a Primary School on site with trigger clauses securing delivery.

**4.76** Other parts of the site not covered by the Outline Planning Consent will be considered in the context of this policy, together with other relevant policies which will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

Schematic Framework: Strategic Site G  
East of Pontprennau Link Road



- Site Boundary
- Bus-based Rapid Transit Corridor
- Connecting links to North Eastern and Eastern Rapid Transit Corridor
- Bus Gate
- Core Cycle Route
- Connecting links to wider Cycle Network
- Walking/Cycling Routes
- Residential Areas
- District/Local Centres
- Primary School
- Retained woodland
- Open Space Corridors
- Existing Residential
- Existing School
- Existing Retail Area
- Existing Open Space
- Existing Employment

Diagrammatic only. Do not Scale.  
Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.

© Crown copyright and design database rights  
2015 Ordnance Survey 100023376

## KP2 (H): SOUTH OF ST MELLONS BUSINESS PARK

Land is allocated South of St Mellons Business Park, as defined on the Proposals Map, for a strategic employment site together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents including:

### Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - Provision of transport hub including new rail station served by relief line rail services connecting to the city centre and services to Cardiff Airport and London via Cardiff Central
  - Provision of park and ride facility;
  - Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Eastern Bus Corridors and other routes within the North Eastern/Eastern Rapid Transit Corridor including services linked to the City Centre and Strategic Sites G and F;
- **Walking and Cycling:**
  - Provide high quality on-site and off-site walking and cycling links and facilities to maximise walking and cycling access to the site from neighbouring communities including Trowbridge and St Mellons;
- **Flood mitigation/ defences:**
  - Flood mitigation works including raising the development plateaus and providing compensatory flood storage areas south of the rail line

### Necessary Infrastructure

- Retain the area of land to the east of Cypress Drive and Faendre Reen as green space linked with Hendre Lake Park;
- If the infilling of any ree or field ditch proves to be unavoidable at the application stage it should be realigned (with at least an equal capacity) around the perimeter of the development or a compensatory length of ditch should be provided elsewhere within the site.

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

- Provide 44 ha of business land capable of accommodating up to 90,000 square metres campus style high quality development similar to existing business park at St Mellons in a location which benefits from Assisted Area Status;
- Integrate the site with local facilities in the surrounding area;
- Effectively respond to landscape and biodiversity assets by:
  - Protecting the value of the Gwent Levels SSSI with development being a minimum of 12.5 metres from main reens and 7 metres from field ditches;
  - Ensuring that all development accords with the Natural Resources Wales (formerly Countryside Council for Wales) Wentloog Levels guidelines “Nature Conservation and Physical Developments on the Gwent Levels – the current and future implications”;
  - Integrating any landscape natural features, such as existing reens and hedgerows into the design including provision of suitable buffers;
  - Protecting the Marshfield SINC;
  - Respecting the intricate reen network and exiting hedgerows;
  - Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:
    - Links between retained reens and hedgerows;
    - Green links to Hendre Lake Park which respond to the natural landscape value of the area;
    - Ensuring that there is no detriment to the maintenance of the favourable conservation status of the Shrill Carder Bee by carrying out a survey, and if found, provide appropriate compensatory measures;
    - Ensuring that there is no detriment to the maintenance of the favourable conservation status of European Protected Species including bats, otters and reptiles including provision of suitable compensatory planting to supplement existing retained habitats;
- Effectively respond to heritage assets by:
  - Assessing and effectively addressing potential impacts on known assets including the Wentloog Levels Archaeologically Sensitive Area and registered Landscape of Outstanding Historic Interest;

- 4.77** This is an important employment site which contributes to the necessary range and choice of types of employment opportunities in the city. Its location is particularly well placed to provide accessible job opportunities to areas of known deprivation and its position adjacent to the main rail line offers significant opportunities for a new station together with supporting sustainable transportation infrastructure. This proposal is a long-standing proposal in the Regional Transport Plan, is identified in the emerging work on the South Wales Metro concept and has Welsh Government support. However, the precise location of the station is yet to be defined so it would be premature to show a specific allocation for this use on the Proposals Map but it is shown within the Schematic Framework and referenced within the policy.
- 4.78** It is recognised that the area possesses environmental and flood risk constraints. In terms of environmental issues, the majority of the area is a Site of Special Scientific Interest with the reens forming the major interest. Run-off will enter the River Severn Estuary, a European designated site so drainage and potential disturbance to birds will need to be suitably addressed. The land also meets the qualifying criteria using the LANDMAP landscape methodology for Special Landscape Area status. Furthermore, there are significant historic interests and the land is designated as a Historic Landscape and Archaeologically Sensitive Area.
- 4.79** These environmental and flood risk constraints have been carefully examined so that the mitigation and enhancement measures embedded within this policy provide an appropriate framework at this level to address these issues. These measures will provide a framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process. In this way, the significant social and economic benefits brought forward by this allocation can be delivered whilst carefully responding to and putting in place the policy framework to effectively address the known constraints relating to the site.

Schematic Framework: Strategic Site H  
South of St Mellons Business Park

-  Site Boundary
-  Existing Residential
-  Existing School
-  Existing Retail Area
-  Existing Open Space
-  Existing Employment
-  Bus-based Rapid Transit Corridor
-  Connecting links to Eastern Rapid Transit Corridor
-  Park and Ride
-  Core Cycle Route
-  Connecting links to wider Cycle Network
-  Walking/Cycling Routes
-  Business/Employment Uses
-  Environmental Mitigation
-  Open Space Corridors

**Main Room**

Decisions of form and other natural features to be retained and enhanced together with internal reorganisation measures to be confirmed following detailed discussions with relevant bodies.

Diagrammatic only. Do not scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.

© Crown copyright and design database rights 2015 Ordnance Survey 1000233176



## 2. Putting in place a framework to manage future growth and encourage high quality, sustainable design

### KP3 (A): GREEN WEDGE

**In order to strategically manage the urban form of Cardiff and to protect the setting of the urban area, a Green Wedge is proposed on land North of the M4 as shown on the Proposals Map. Within this area development which prejudices the open nature of this land will not be permitted. Positive biodiversity, landscape, climate change mitigation and informal recreational management and enhancement measures will be encouraged in this area to further enhance the long term role of the area as a key natural resource benefiting the city.**

- 4.80** Together with Key Policy KP3(B), this Policy seeks to strategically manage the future built form of Cardiff's urban area. The designated area forms land North of the M4 in Cardiff as shown on the Proposals Map. This land unquestionably forms a distinctive, prominent and well known green backdrop to the city forming a strategically important setting to the urban area. The land is also generally well contained by the strong physical boundary of the M4 Motorway to the south.
- 4.81** PPW provides specific guidance on the consideration of planning applications within the Green Wedge designation.

### KP3 (B): SETTLEMENT BOUNDARIES

**In order to strategically manage the spatial growth of Cardiff, settlement boundaries are proposed as shown on the Proposals Map. In all areas outside the defined settlement boundaries, otherwise referred to as countryside, there will be a corresponding presumption against inappropriate development.**

- 4.82** Cardiff's settlement boundaries are a key mechanism for helping to manage growth by defining the area within which development would normally be permitted, subject to material planning considerations. This Policy compliments the Green Wedge Key Policy (KP3(A)) set out above. The policy will impose a strict control on development of all countryside in Cardiff outside the identified settlement boundaries as shown on the Proposals Map. Detailed Policy EN1 provides more guidance on the interpretation of this Policy approach.
- 4.83** Cardiff's countryside is a valuable and finite resource which is under increasing pressure from all kinds of development due to its proximity to the urban area, including farm diversification and equine-related proposals, and because of the large number of properties and small parcels of land in different ownerships spread throughout the countryside. Whilst it is necessary to encourage sensitive

proposals that support a working countryside, Cardiff's countryside is particularly vulnerable to the cumulative impact of insensitive new developments that may harm its character and appearance together with 'suburbanising' attractive landscapes. Where it can be demonstrated that development outside settlement boundaries is acceptable in principle, other detailed LDP policies provide the framework to consider the merits or otherwise of proposals along with national planning policy including TAN 6: Planning for Sustainable Rural Communities.

- 4.84** Cardiff's settlement boundaries have been carefully assessed and follow logical, existing boundaries wherever possible. Full account has been taken of the particular characteristics, usage and degree of openness of specific parcels of land together with their inter-relationships with surrounding land. Proposals located on the urban fringe which have an extant planning permission may have been incorporated within the settlement boundaries. Cardiff's settlement boundaries are illustrated on the Proposals Map.

## KP4: MASTERPLANNING APPROACH

Major development should accord with:

(i) The following Masterplanning General Principles:

1. Development schemes that are planned in a comprehensive and integrated manner reflecting partnership working and setting out the phasing of development along with a timely provision of supporting infrastructure. Masterplans will need to encompass the whole of a development area regardless of land ownership patterns, and this will require partnership working, involving all relevant parties;
2. High density residential and mixed-use development is focused along public transport corridors and in neighbourhood centres with lower densities provided elsewhere to deliver an overall range and choice to meet different needs;
3. Dedicated sustainable transport corridors including provision for public transport, cycling and walking which will form key elements of the overall master plan and effectively link into the wider network;
4. Walking, cycling and public transport will be attractive, practical and convenient travel choices for all;
5. Provision of a full range of social and community facilities will be concentrated within mixed use neighbourhood centres located along public transport corridors and easily accessed by walking and cycling;
6. The masterplanning process effectively responds to the local context and the context of climate change, to create new well designed neighbourhoods with a distinctive character which residents will be proud of;
7. New development responds to local deficiencies and provides good connectivity to adjoining areas and is informed by feedback from existing communities;
8. Multi-functional and connected green open spaces form strategically important links to the surrounding area to provide routes for people and wildlife and open spaces for sports, recreation and play;
9. Sympathetically integrate existing landscape, biodiversity and historic features of the site into the development taking opportunities to protect, enhance and manage important features along with mitigation and enhancement measures to provide satisfactory compensatory measures;
10. Innovative and creative energy, management of surface water and waste management solutions are adopted to make new developments more environmentally sustainable ; and

**(ii) Guidance set out in Site-Specific Masterplanning Frameworks, where prepared.**

- 4.85** In order to more effectively manage the form, uses, transportation solutions, phasing and appearance of major new developments, the LDP sets out a 'masterplanning approach'. This will provide greater certainty to developers, the public and all other interested parties. The overall aim will be for the Council to set out a broad framework at the outset which will provide an overarching context for more detailed design and implementation work to follow. This Policy relates to all strategic sites and any other major new developments which may emerge over the Plan period.
- 4.86** With regard to Strategic Sites, policies KP2(A) to KP2(H) set out the infrastructure and masterplanning requirements for each of the sites which are shown indicatively, where appropriate, on Schematic Frameworks. To avoid repetition and unnecessarily long policies, only site-specific and not generic requirements have been articulated and embedded in the policy relating to each Strategic Site.
- 4.87** The infrastructure requirements contained within policies KP2(A) to KP2(H) reflect the level of detailed information known. Future updates to the Infrastructure Plan will allow such information to be regularly updated to reflect prevailing circumstances and show more detail when it is known. It would be premature and unhelpful to include overly prescriptive directions in the Plan where detailed matters are more appropriately considered through the Development Management process but within the context of the framework embedded within the Plan. In this way, the maximum possible certainty can be given without setting out unsupported aspirations.
- 4.88** This policy, in conjunction with other relevant policies, will provide the masterplanning framework for landowners and developers to prepare Parameter Plans and Master Plans for major new development proposals, which will inform the Development Management process.

## KP5: GOOD QUALITY AND SUSTAINABLE DESIGN

To help support the development of Cardiff as a world-class European Capital City, all new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by:

- i. Responding to the local character and context of the built and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;
- ii. Providing legible development which is easy to get around and which ensures a sense of continuity and enclosure;
- iii. Providing a diversity of land uses to create balanced communities and add vibrancy throughout the day;
- iv. Creating interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure and incorporate public art where appropriate;
- v. Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles;
- vi. Maximising renewable energy solutions;
- vii. Achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry;
- viii. Achieving an adaptable design that can respond to future social, economic, technological and environmental requirements;
- ix. Promoting the efficient use of land, developing at highest practicable densities and where appropriate achieving the remediation of land contamination;
- x. Ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities;
- xi. Fostering inclusive design, ensuring buildings, streets and spaces are accessible to all users and is adaptable to future changes in lifestyle; and
- xii. Locating Tall buildings in locations which are highly accessible through walking and public transport and within an existing or proposed cluster of tall buildings.

- 4.89** High quality sustainable design is vital if Cardiff is to meet the objectives set out in the Vision and develop as a world-class capital. More specifically, good design plays a number of significant roles: tackling climate change; protecting and enhancing Cardiff's natural and built environment; protecting local distinctiveness; attracting investment and promoting social inclusion, health and quality of life.
- 4.90** Good design therefore goes beyond traditional aesthetic considerations and should be an aim for all development proposals within Cardiff, regardless of their scale. Together with the masterplanning approach set out in Key Policy KP4, above, and relevant detailed policies, it is considered that the Plan provides a sound policy framework to ensure the best possible design solutions are secured as the Plan is implemented. Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the River Usk and River Wye SACs, thereby helping to avoid the likelihood that this Plan will have a significant effect upon European designated sites. Implementation of this Policy will also reduce emission of air, water and ground pollutants, thereby offsetting increases in pollution arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.
- 4.91** A range of design-related SPG for different forms of development. will be updated and consolidated as summarised in Appendix 4 to provide full guidance on the detailed interpretation of this Policy.

### 3. Bringing forward new infrastructure

## KP6: NEW INFRASTRUCTURE

**New development will make appropriate provision for, or contribute towards, all essential, enabling and necessary infrastructure required as a consequence of the development in accordance with Planning Policy Guidance. Such infrastructure will be delivered in a timely manner to meet the needs of existing and planned communities and includes the following aspects which may be required having regard to the nature, scale and location of the proposed development:**

#### **Essential / Enabling Infrastructure:**

- **Transportation and highways including access, circulation, parking, public transport provision, walking and cycling;**
- **Utility services;**
- **Flood mitigation / defences;**

#### **Necessary Infrastructure:**

- **Affordable Housing;**
- **Schools and education;**
- **Health and social care;**
- **Community buildings and facilities including District and Local Centre improvements;**
- **Local employment and training including replacement employment opportunities where relevant;**
- **Community safety initiatives;**
- **Open space, recreational facilities, playgrounds, allotments;**
- **Protection, management, enhancement and mitigation measures relating to the natural and built environment;**
- **Public realm improvements and public art;**
- **Waste management facilities including recycling and services;**
- **District heating and sustainable energy infrastructure.**

- 4.92** Policy KP6 seeks to ensure that new developments, irrespective of their size, location, or land use, make appropriate provision for infrastructure. Specific infrastructure requirements will vary in different locations and be dependent upon the scale and nature of proposed development. Infrastructure may be required to facilitate development (essential/enabling) or can be required to make a

development acceptable (necessary). For example, it may include elements from the list contained as part of the Policy, which is not exhaustive, but gives an indication of the potential scope of infrastructure which may be required.

- Category 1: Essential / Enabling Infrastructure (to facilitate development) - Those items which will need to be delivered prior to, or from the commencement of the relevant phases of development (e.g. transportation / highways infrastructure, utility services and flood mitigation / defences);
- Category 2: Necessary Infrastructure (to make development acceptable) - Items which need to be phased and implemented alongside new development, to ensure that areas are served with appropriate facilities over time (e.g. schools and recreational open space).

**4.93** The list serves to give a general indication only as each topic may have complex requirements. For example transportation infrastructure could include elements of the following:

- Routes and facilities for walking and cycling comprising both on-road and off-road improvements;
- Rapid transit corridors, including heavy rail, light rail, tram train and bus rapid transit;
- Key bus corridors and the wider bus network including bus priority measures and passenger facilities;
- The rail network and rail services including new rail stations, station improvements and facilities for rail freight;
- Transport interchanges to support integration between modes including, bus and rail stations, facilities for bus and rail-based park and ride, park and share, passenger drop off, taxis, park and cycle, coach parking, overnight lorry parking and water transport;
- Designated freight routes and freight transfer facilities;
- The road network, particularly measures to make better use of existing highway capacity;
- Transport by river (including Cardiff Bay); and
- Port and shipping facilities.

**4.94** With regard to Strategic Sites, policies KP2(A)-KP2(H) provide clear guidance on the Council's infrastructure and masterplanning requirements. This information will be cross-referenced to the Cardiff Infrastructure Plan which is a 'living document' sitting alongside the LDP. The Infrastructure Plan is directly linked to the LDP Monitoring Framework and will be regularly updated, so as more details are established they can be incorporated into the document.

- 4.95** The Infrastructure Plan identifies the potential costs of infrastructure provision, potential funding mechanisms / sources of funding and provides an indication of phasing requirements. The diagram set out below shows some of the potential funding sources for infrastructure provision. It is important to note that there are numerous potential funding sources and those shown on the diagram raise peripheral issues which require further discussion and work to investigate the feasibility of securing funding through these means.



- 4.96** Within larger sites, which are the subject of detailed masterplanning and phasing, it is likely that necessary infrastructure can be delivered as part of comprehensive mixed-use development. This infrastructure could be delivered through planning obligations or by direct intervention from service/infrastructure providers. In all cases, the early identification of infrastructure requirements and a commitment from developers and service providers to work in partnership will help ensure that all necessary infrastructure can be planned, delivered and managed in an orderly and timely manner.
- 4.97** The provision of flexible, multi-functional buildings and places will allow for essential services to be provided, whilst allowing communities define and re-define their infrastructure requirements over time. A strong commitment to shared community buildings, services, their management and maintenance will ensure that facilities are at the heart of the community, whilst reducing overall costs to

both developers and service providers. The principle of community buildings integrated within multi-function “hubs” (for example, the @Loudoun development in Butetown) is a trend which is set to continue. The Infrastructure Plan provides further information regarding potential opportunities for shared premises as well as an indication of compatible uses and services.

- 4.98** A Community Infrastructure Levy (CIL) for Cardiff is being progressed. The balance between site masterplanning, planning obligations and CIL to deliver infrastructure will be informed by site viability, dialogue with developers and the availability of other funding sources. Detailed Policy KP7 (Planning Obligations) provides further detail and describes those infrastructure requirements which may be delivered through planning obligations.

## KP7: PLANNING OBLIGATIONS

**Planning obligations will be sought to mitigate any impacts directly related to the development and will be assessed on a case by case basis in line with Planning Policy Guidance.**

- 4.99** Planning obligations are a means of overcoming obstacles to the grant of planning permission. They are attached to planning permissions and are commitments by developers to undertake necessary works or make financial contributions that cannot be secured by condition or other statutory means.
- 4.100** New development often generates additional demands upon existing services, facilities, infrastructure and the environment. Planning obligations are a means of seeking contributions from developers towards these demands, as well as negotiating benefits that improve the standard of development proposals by providing necessary infrastructure and community benefits.
- 4.101** The legislative and policy framework governing the use of planning obligations is provided in PPW, Community Infrastructure Levy Regulations 2010 (as amended) and Welsh Office Circular 13/97 'Planning Obligations' (or subsequent versions).
- 4.102** The CIL Regulations require there to be no overlap between infrastructure funded from CIL and what can be delivered through planning obligations. To avoid duplication, and to provide clarity to developers, the Authority will publish a list (Regulation 123 List) of the infrastructure which will be funded through the CIL. For infrastructure not included on the Regulation 123 List, it may be appropriate to secure necessary infrastructure through planning obligations.
- 4.103** Obligations will be sought from a developer to:
- Restrict the development or use of land;

- Require land to be used in a specific way;
- Require operations or activities to be carried out; or
- Require payments to be made to the authority.

**4.104** They will be sought where they are:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

**4.105** Obligations are normally negotiated under Section 106 of the 1990 Town and Country Planning Act. Agreements can also be entered into under Section 278 of the 1980 Highways Act. These prescribe the highway works required as a result of proposed developments. SPG will be prepared to provide further guidance on the use of planning obligations.

#### 4. Delivering sustainable transport solutions

### KP8: SUSTAINABLE TRANSPORT

**Development in Cardiff will be integrated with transport infrastructure and services in order to:**

- i. **Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.**
- ii. **Reduce travel demand and dependence on the car;**
- iii. **Enable and maximise use of sustainable and active modes of transport;**
- iv. **Integrate travel modes;**
- v. **Provide for people with particular access and mobility requirements;**
- vi. **Improve safety for all travellers;**
- vii. **Maintain and improve the efficiency and reliability of the transport network;**
- viii. **Support the movement of freight by rail or water; and**
- ix. **Manage freight movements by road and minimise their impacts.**

**4.106** For Cardiff to accommodate the planned levels of growth, existing and future residents will need to be far less reliant on the private car. Therefore, ensuring that more everyday journeys are undertaken by sustainable modes of transport, walking, cycling and public transport, will be essential.

**4.107** The location and form of developments are major determinants of the distance people travel, the routes they take and the modes of transport they choose. Much of the growth in car travel in recent decades can be attributed to developments

which have been poorly integrated with the transport network Integration of land use and transport provision can help to manage travel demand, avoid developments which are car dependent and make it easier to facilitate movements by sustainable modes.

- 4.108** The purpose of this Key Policy, therefore, is to ensure that developments are properly integrated with the transport infrastructure necessary to make developments accessible by sustainable travel modes and achieve a necessary shift away from car-based travel.
- 4.109** In order to mitigate transport impacts and achieve the 50:50 modal split target, the development of strategic sites will be integrated with provision of transport and highways infrastructure referred to in Policy KP6 (New Infrastructure). Such infrastructure will include:
- the walking and cycling infrastructure supported by Policy T1;
  - the strategic rapid transit, bus corridor enhancements and wider improvements to the city's bus network supported by Policy T2;
  - Transport Interchanges supported by Policy T3; and
  - the Regional Transport Hub supported by Policy T4.
- 4.110** Policies KP2 (A) to KP2 (H) list the 'Essential' and 'Enabling infrastructure' required to support the development of each strategic site's contribution to the delivery of the county-wide 50:50 modal split target.
- 4.111** Currently (2011) 64% of all weekly journeys (work and non-work related) are made by car, whilst 36% are made by other modes. A central aim of the transport strategy supporting the LDP is to achieve a 50:50 split between travel by car and sustainable travel. This target is not simply a policy aspiration; local knowledge of the transportation network and research of travel behaviour, patterns and trends in combination with modelling work carried out by the Council has shown that achieving this ratio is necessary for the transport network to accommodate movements associated with the growth envisaged within this plan in a way which avoids unmanageable levels of congestion on the highway network.
- 4.112** A transport model was developed to assess the overall impact of proposed development sites on the highway network in Cardiff in 2026. The model is based on the morning peak periods when pressures on the highway network are greatest. Peak period flows have been modelled on a 2010 base and then compared with 2026 based on the following increases in housing and employment:
- A 25% increase in housing (from 142,382 to 178,594)
  - A 20% increase in jobs (from 198,400 to 238,400)

- 4.113** The 2026 model was based on the 2010 highway network and assumes no changes have been made to accommodate the additional vehicle movements from the development sites; this approach is known as a 'business as usual' scenario. This has enabled the impact of the LDP Strategy to be fully quantified. The key outcomes of the modelling exercise illustrate that:
- The demand for travel by car would increase by 41%;
  - 10% of new demand would be unable to travel on the highway network due to lack of capacity so there would be a 32% net increase in traffic;
  - Average journey speeds would decrease; and
  - Journey times would increase by approximately 41% or 7 minutes (average).
- 4.114** The Council's modelling assessment demonstrates that the growth projected in the LDP will result in major increase in transport movements generally including significant additional trips on the highway network. Furthermore, that in order to accommodate the additional vehicular trips on the highway network, it will be necessary that at least 50% of all trips on Cardiff's transport network are made by sustainable modes by the end of the Plan period in 2026.
- 4.115** The results of the modelling and assessment work show that in order to achieve a 50:50 split between car-based and non car-based travel, development proposed in the LDP will need to be supported by significant new transport infrastructure, improvements to existing transport facilities, and measures to manage travel demand and encourage use of sustainable transport both within existing and new communities in Cardiff. In light of the scale of transport impacts highlighted in the transport evidence base, it is essential that in considering planning applications, the Council seeks to secure measures which maximise the accessibility of development schemes by sustainable modes.
- 4.116** It is accepted that for some development sites it may not be possible to achieve a 50:50 modal split, at least in the short term. However, in light of the scale of transport impacts highlighted in the transport evidence base, it is essential that in considering planning applications, the Council seeks to secure measures which maximise the accessibility of development schemes by sustainable modes.
- 4.117** For smaller schemes, this could include accommodating through-pedestrian or cycle movements within the development layout or positioning access to the site where it could minimise the walking distance to the nearest bus stop.
- 4.118** For larger development schemes which have significant transport implications, more substantial measures will be required to address travel impacts and maximise sustainable access. It is important to clarify that achieving the 50:50 modal split target will not be a matter of requiring all new developments within the plan period to achieve a 50:50 modal split. Rather, the target will be achieved by the Council seeking to secure through the development process measures

which maximise the possible share of trips made by sustainable modes for all sites. It is accepted that for some developments a 50:50 modal split may not be achievable, at least in the short term. However, for other development sites the Council will seek to secure a higher than 50% share of trips by sustainable modes.

- 4.119** Planning applications for development schemes at or above the size thresholds specified in TAN18: Transport will need to be supported by a Transport Assessment (TA). The TA will provide the basis for assessing all the potential travel impacts of developments including their effect on the highway network and the likely modal split of the trips that would be generated. This assessment will help establish the gaps in existing transport provision and the measures necessary to make a development accessible by sustainable modes.
- 4.120** Such measures will be secured as a condition of planning consent and/or by way of planning obligation. In all cases, the nature of the measures sought will be in proportion with the scale of the development and the impacts requiring mitigation.
- 4.121** For planning applications relating to the LDP strategic sites, the Council will seek to secure the on-site and off-site transport infrastructure identified within Policy KP2. Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.
- 4.122** The transport aspects of all development proposals will be considered with regard to this key Policy and the detailed transport policies.

## 5. Responding to evidenced economic needs

### KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS

**Provision will be made for a range and choice of new employment sites including those identified in KP2 for different types of employment and in different geographical locations to effectively deliver the level of growth set out in the plan together with putting in place a framework to protect the role of existing employment land**

- 4.123** This Policy responds to Cardiff's role as the main economic driver in South East Wales and its operation as a city-region which effectively increases the population to around 1.4 million reflecting its position as capital of Wales and seat of Welsh Government and accounting for 32% of total employment in South East Wales. It delivers the strategic aspirations for economic development in Cardiff through the identification and protection of employment land and premises and

opportunities to deliver the key economic growth sectors relating to ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services.

- 4.124** At the heart of this approach is recognition that the Cardiff city-region clearly forms a natural economic area and it has consistently made a major positive contribution to the economic growth of Wales. In core city analysis, Cardiff performs well and there is an opportunity to build further on this through continuing to enhance Cardiff's role and also improve linkages and connectivity within the city-region. It is also recognised that there are significant benefits for adjoining areas from Cardiff's success in achieving economic growth.
- 4.125** The economic strategy for the LDP supports inward investment and new business requirements through striking a balance between the supply and demand for employment land and continuing to provide a diverse range of job opportunities. Critical to the economic strategy for the city is an appreciation of the changes in population, labour market and employment base together with achieving the appropriate balance between the provision of new jobs and homes.
- 4.126** A number of key issues and messages emerge from the supply and demand studies which have implications for Cardiff's economic performance and therefore are critical elements of the economic strategy for the LDP. The evidence points to the need for a Strategy that addresses these three issues:
- Providing a range and choice of new employment land;
  - Cardiff Central Enterprise Zone as a core element of the strategy; and
  - Recognising the role of existing employment land and premises.
- 4.127** In terms of providing for new employment land, the LDP sets a framework for delivering a wide range and choice of employment sites in different locations and for different sectors including the key market sectors of ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. The range of new sites ensures that Cardiff can deliver the stated level of growth for new jobs. Importantly, different sites will perform different roles in the strategy. For example, land at Junction 33 may be better suited to ICT, life sciences, energy and environmental technologies whilst Porth Teigr (Roath Basin) is becoming an important location for media and creative industries. Land south of St Mellons Business Park is also allocated to provide a strategic employment site capable of attracting inward investment opportunities for high value service and knowledge based sectors.
- 4.128** The provision of employment land as part of wider housing-led comprehensive developments at North West Cardiff, North East Cardiff, Arjo Wiggins and Roath Basin provides an important role in terms of the overall supply and mix of

employment land offering a good range and choice of small out of centre employment sites, including offices, creative industries, small workshops, and starter units. This will be essential to ensure the continued provision of local employment opportunities and address the geographical employment disparities across the county.

- 4.129** The geographical spread of the ‘Cardiff offer’ also addresses the need to provide jobs in accessible locations. In this respect, the key strategic proposal relating to the Cardiff Central Enterprise Zone and Regional Transport Hub represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport.
- 4.130** This key site is an integral part of the Council’s economic vision to establish Cardiff as a leading European business city over the next two decades and will underpin and promote the financial and professional services sector and create a platform for investment. It will greatly assist promoting Wales’ share of UK inward investment which has fallen from previous rates of 20% to just 2%. Furthermore, the scale of this proposal relating to Grade A office space is potentially a real ‘game changer’ for Cardiff and Wales to compete more effectively with other UK cities.
- 4.131** It is a long-term proposal which seeks to revitalise up to 140 acres of brownfield city-centre land adjacent to Cardiff Central railway station. It will focus on enhancing Cardiff’s growing reputation as a financial and professional services cluster and is a key sustainable regeneration project.
- 4.132** Integrated transport sits at the heart of the Cardiff Central Enterprise Zone with Central Square becoming the hub of the Enterprise Zone. The proposal represents the next phase of redevelopment of Cardiff city centre and aims to create a modern and high quality gateway to the city whilst extending the function of the city centre south of the railway line, creating a better link between the city centre and Bay and providing a new convention centre to attract business, tourism and promote the city for business. The Cardiff Central Enterprise Zone is one of 7 new Enterprise Zones in Wales designated by the Welsh Government and the only Zone focused on financial and professional services. The Zone came into effect on 1<sup>st</sup> April 2012 and has a lifespan of 5 years.
- 4.133** It is important to ensure that a range and choice of employment land and business premises are provided to maintain and improve the competitiveness of the city, promote and protect indigenous business and attract inward investment. There has been growing pressure over recent years for the development and redevelopment of employment land and premises for alternative uses (predominantly residential), whether still occupied or where current operations

have ceased, which offer a greater level of return for investors. Such development proposals can result in significant losses to the county's stock of employment land and premises.

- 4.134** The loss of employment land can be incremental with the loss of one site setting the precedent for the loss of a series of others in a similar location, leading to a gradual erosion of an employment area. Sometimes alternative uses can also fragment a larger business area or sever links between employment uses in an area. Over time pressure for alternative uses result in a cumulative loss of employment sites to the detriment of the local economy. In addition many existing industrial areas are located within the 'southern arc' of deprivation in areas of greatest need for jobs and it is important to retain employment in these locations due to their accessibility.
- 4.135** The Strategy seeks to protect existing business and industrial and warehousing land (B1b/c, B2 and B8 uses) to ensure their continued important contribution to providing accessible sources of employment in the city. Similarly, there will be a strong presumption in favour of retaining existing high quality and accessible office accommodation. However, consideration will be given to the change of use (to housing for example) of lower quality office and industrial premises which do not perform an important strategic or local role in terms of the overall range and choice of premises. Where alternative use of land is considered appropriate, priority will be given to mixed-use development comprising employment, housing and community facilities or, where that is not feasible, housing. (This policy position will also help to support future windfall provision over the Plan period) Other proposals will need to demonstrate why a mixed-use of housing and employment schemes cannot be achieved on a site.
- 4.136** It is also important to recognise the role of the sea port, ABP and its tenants in South Wales directly and indirectly supports over £1.7 billion of gross output in Wales. There are therefore opportunities to continue to support the role of the port, particularly its potential to generate new industry and services (Competitive Capital – The Cardiff Economic Strategy 2007 to 2012, Cardiff Council).
- 4.137** In addition, in order to maximise the contribution to providing jobs from existing sites and promote the efficient use of land, the strategy seeks to encourage the intensification and refurbishment of existing employment land and premises which are under used, vacant or in decline. The Strategy supports the regeneration of land and property for employment purposes such as Mount Stuart Square as a focus on innovative business.

## KP10: CENTRAL AND BAY BUSINESS AREAS

**The following uses are considered appropriate within the Central and Bay Business Areas:**

- i. **New offices, residential and commercial leisure uses within the Central and Bay Business Areas;**
- ii. **Enhanced retail and complementary facilities within the Central Shopping Area; and**
- iii. **Other uses most appropriately located in city centres.**

**4.138** This Policy describes the range of uses appropriate within the Central and Bay Business Areas, as identified on the Proposals Map. It identifies those uses most appropriately located in centres accessible to large numbers of people and encourages a mix of complementary uses to maintain and enhance the vitality, attractiveness and viability of such centres. Identified within the Central Business Area (CBA) is the Central Shopping Area, as defined on the Proposals Map, where new and improved retail uses are most appropriate to maintain a vibrant and vital shopping centre.

**4.139** The CBA is the administrative and business heart of the city, and the established focus for major office and commercial leisure developments. The CBA contains the Central Shopping Area, with the recent St. David's redevelopment confirming Cardiff's position at the head of the regional shopping hierarchy. The civic centre is home to the National Museum of Wales and Cardiff University which, along with Cardiff Castle and Bute Park to the north, provide the historic setting for the city centre. The area has the diversity and attractiveness befitting a European capital city.

**4.140** The Bay Business Area (BBA) is the focus for government, tourism and leisure development; with the Senedd, the Wales Millennium Centre and other landmark buildings redefining the architectural quality and attractiveness of the waterfront and its environs. Future development should continue to enhance the waterfront as an attractive and diverse mixed-use location, whilst complementing and supporting the CBA as the economic driver for the city region. The Cardiff Bay Barrage has created a 200 hectare freshwater lake and 13km of waterfront providing opportunities for further tourism and water based recreation as well as attracting significant inward investment in an attractive waterfront location.

**4.141** New and improved leisure, recreation and tourist facilities are important for the future development of Cardiff. These uses are major employers in the city centre and generate significant benefits to the local economy. By improving the quality and range of sporting, recreation and leisure facilities, the area is made a more

attractive place in which to live, work and visit, thereby helping to attract inward investment and regeneration. These attractions are also important for city marketing and the branding of Cardiff as a major cultural, sporting and leisure destination. Furthermore, it is recognised that these facilities are an important factor in improving the well-being and quality of life of our local communities.

- 4.142** The Central and Bay Business Areas also contain a significant number of residential premises including high-rise apartment blocks, student accommodation and residential uses above commercial premises. Although the city centre and bay areas have experienced a large increase in residential development over the past 20 years, there remains the potential for further residential development. New residential development within the Central and Bay Business areas will support the delivery of balanced, mixed use areas where, by virtue of their proximity to public transport, leisure, employment and community facilities, can create sustainable urban neighbourhoods and contribute to the daytime and evening economy.
- 4.143** A series of City Centre Strategies have been prepared since 1997, providing the framework for the strategic regeneration and management of the city centre. A new Strategy is to be prepared alongside a series of Area Action Plans to define the regeneration activity and infrastructure necessary to deliver, sustain and manage the development of the city centre for present and future generations.

## **KP11: CRUSHED ROCK AGGREGATES AND OTHER MINERALS**

**Cardiff will maintain a steady and adequate supply of minerals and contribute to regional aggregate supplies by:**

- i. Promoting and supporting the efficient use of minerals and use of alternatives to naturally occurring minerals including the re-use of secondary aggregates;**
- ii. Protecting existing mineral reserves and safeguarding potential resources of limestone, coal and sand and gravel from development that would preclude their future extraction;**
- iii. Maintaining a minimum 10 year land bank of permitted crushed rock aggregate reserves in line with national guidance;**
- iv. Supporting appropriate applications for sand and gravel extraction; and**
- v. Safeguarding wharves from development that would prevent their use for landing marine dredged sand and gravel.**

- 4.144** Mineral resources are a valuable but finite resource. An adequate and steady supply of minerals is essential to the national, regional and local economy and their exploitation makes a significant contribution to our economic prosperity and quality of life. Cardiff is one of the largest producers and consumers of minerals in the region and those worked in Cardiff at present provide the essential raw materials for our buildings, infrastructure and maintenance. Natural minerals include quarried hard rock (carboniferous limestone and dolomite) and dredged sand landed in Cardiff Docks.
- 4.145** Crushed rock production in the past has averaged 1 million (mt.) per annum, broadly similar to the County's consumption. In addition approximately 0.3 mt. of sea dredged sand is landed at Cardiff Docks every year. The majority of natural mineral production is used in the construction industry as crushed rock aggregates. Secondary materials, such as construction and demolition waste, are also used as substitutes for natural aggregates. Cardiff is also an important source of dolomitic and high purity limestone for industrial use in the local steelmaking process. The Regional Technical Statement 1<sup>st</sup> Review (August 2014) produced by the North and South Wales Regional Aggregates Working Parties states that Cardiff should make provision for 0.86 million tonnes of crushed rock aggregates per year up to 2036, resulting in a total apportionment of 21.5 million tonnes. This requirement is based on average annual production for the period 2001 to 2010 and compares with the existing landbank of 41 million tonnes (as at 31<sup>st</sup> December 2010) of crushed rock reserves meaning Cardiff, based on current information, has a surplus of permitted reserves when compared to the requirements set out in the Regional Technical Statement 1<sup>st</sup> Review. This Policy recognises that Cardiff is an important regional provider of minerals and provides for the continuation of its present contribution to regional demand.
- 4.146** The Policy promotes the increased use of alternatives to naturally occurring minerals. The re-use or recycling of construction and demolition material and industrial waste serves not only to reduce the amount of waste produced but also conserves scarce non-renewable natural mineral resources and minimises environmental damage.
- 4.147** However, allowing for improvements in recycling and re-use, there will remain a need for primary minerals. It is recognised that natural mineral resources can only be replenished over geological timescales and that they need to be protected for future generations. As minerals can only be worked where they exist, it is important to protect them from inappropriate development, which could effectively sterilise them. The Policy precludes inappropriate development on mineral reserves and resources themselves and allows for buffer zones within which sensitive development will be prevented.

## KP12: WASTE

### Waste arisings from Cardiff will be managed by:

- i. **Promoting and supporting additional sustainable waste management facilities, measures and strategies in accordance with the Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21 (2014) in a manner that follows the waste hierarchy and the principles of an integrated and adequate network of waste installations; nearest appropriate installation; self-sufficiency and protection of human health and the environment;**
- ii. **Encouraging the provision of in-building treatment facilities on existing and allocated areas of general industry;**
- iii. **Supporting the provision and maintenance of sustainable waste management storage and collection arrangements in all appropriate new developments; and**
- iv. **Supporting waste prevention and reuse and the provision of facilities that use recycled or composted products.**

**4.148** Cardiff produces around a million tonnes of waste each year, varying from harmless inert materials to highly toxic chemical by-products and residues. It is important for the Council to manage the land use implications of this waste in an environmentally acceptable and sustainable way. The Council is moving towards more sustainable waste management practices in line with European and national guidance, by increasing the amount of municipal waste recycled or composted and reducing the amount of biodegradable waste sent to landfill.

**4.149** TAN 21 (2014) sets a framework for the delivery of sustainable waste management infrastructure through the planning process. The Collections, Infrastructure and Markets (CIM) (Sector Plan 2012) is intended to deliver the sustainable development outcomes set out in 'Towards Zero Waste' the overarching waste strategy document for Wales. The Council will work with others within the South East Wales region to monitor waste arisings and capacity requirements and respond to identified needs by providing an integrated and adequate network of waste management facilities across the region. Additional treatment and recovery facilities are likely to be required within Cardiff during the Plan period in order to achieve the targets set out in the CIM Sector Plan and the policy principles established in TAN 21 (2014).

**4.150** All appropriate new development should include provision for the storage, recycling and management of waste. This will encourage waste reduction, recycling, composting and separation at source, in order to contribute towards meeting waste management targets.

## 6. Responding to evidenced social needs

### KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS

**A key part of the successful progression of the city will be to develop sustainable neighbourhoods, tackle deprivation, and improve the quality of life for all. This will be achieved through:**

- i. **Providing a range of dwelling sizes, types and affordability including seeking to provide a target of 6,646 affordable dwellings over the remaining 12 years of Plan period;**
- ii. **Supporting the vitality, viability and attractiveness of existing District and Local Centres and their regeneration, including retail and other commercial development and housing of an appropriate scale;**
- iii. **Encouraging the provision of a full range of social, health, leisure and education facilities and community infrastructure for both existing and new communities that are accessible to all by walking and cycling and public transport;**
- iv. **Supporting the regeneration of deprived communities within the city and maximising the additional benefits that new communities can bring to adjoining or surrounding communities;**
- v. **Encouraging the enhancement of communities through better equality of access to services for all, promoting cultural and wider diversity for all groups in society, and creating places that encourage social interaction and cohesion;**
- vi. **Developing new cultural and sporting facilities to build upon Cardiff's role as a major tourist, cultural and sporting destination for visitors and residents alike; and**
- vii. **Designing out crime and creating communities which are safer and feel safer.**

**4.151** PPW promotes sustainable communities. In delivering sustainable communities, the Council will seek to ensure a range of dwelling sizes, types and affordability is provided in terms of both market and affordable housing to meet identified needs (including supported and sheltered housing and other special needs where appropriate), in safe neighbourhoods. In Cardiff, in line with national trends, average household size has been declining and in general this has been reflected in an increasing proportion of 1 and 2 bedroom flats in schemes with residential consent.

**4.152** Whilst the provision of flats does cater for those seeking smaller units of accommodation, and this may free up other larger units of existing housing, there will still be a need for a range of dwelling types and sizes to be provided on sites

that come forward during the Plan period. Whilst flats may be appropriate on some sites, the Council will seek to ensure, particularly in larger schemes, that a range of dwelling types and affordability is provided.

- 4.153** The affordable housing target (6,646 or 554 units per annum) identifies the number of affordable housing units that it is anticipated will be provided over the remainder of the Plan period 2014 to 2026. The target takes into account the current landbank of affordable units (less an allowance for flexibility) and expected contributions from strategic and non-strategic sites, windfall sites change of use schemes based on the affordable housing target percentages (30% for greenfield sites and 20% for brownfield sites) outlined in Policy H3.. It is also likely that some affordable housing will also come forward from sources other than by the use of planning obligations, for example on sites or in dwellings acquired by social housing providers.
- 4.154** The Cardiff LHMA assessment sets a requirement over the period 2013-2018 of 3,989 affordable units per year or a total of 19,945. Clearly, the affordable housing target over the Plan period will not meet the need figure as set out in the LHMA and it is not expected to as it is only one of a variety of means to achieving a supply of affordable housing.
- 4.155** The Plan also supports the viability and attractiveness of District and Local Centres which form an important part of Cardiff's retail hierarchy and of its social, economic and physical fabric. In addition to their primary function of providing local shopping facilities they also accommodate a range of accessible services facilities and employment. This Policy aims to support the retention and provision of local shopping facilities, which remains the primary role of centres and underpins their vitality, attractiveness and viability. Such facilities are also accessible to the local community by public transport, walking and cycling thereby supporting the sustainable transportation objectives set out in the Plan. Furthermore, the Policy also seeks to encourage investment and renewal of the physical fabric of centres.
- 4.156** Providing a range of community, health, religious and educational facilities which are accessible to as many people as possible is an essential requirement in order to secure sustainable communities. Such facilities are significant local employers and can contribute towards the regeneration of local areas. Additionally, these services are essential to maintain and improve the quality of life of people living and working in Cardiff.
- 4.157** The masterplanning approach which has been adopted to provide a framework for the development of strategic sites fully recognises the potential benefits that new development can bring to adjoining areas. Opportunities can be taken to deliver the aims of this Policy by new development enhancing the quality and range of existing provision of a range of facilities and services.

**4.158** In order to further support the regeneration of deprived communities within the city the LDP will support implementation of the Council's Neighbourhood Improvement Programme (March 2007) and the Communities First Programme, which aim to close the gap between the most deprived neighbourhoods and the city as a whole.

**4.159** In order to secure sustainable communities it is important that the LDP helps promote a culture in which diversity is valued and equality of opportunity is a reality. This can be achieved through a combination of policies within the Plan, particularly those creating places that encourage social interaction and cohesion.

## KP14: HEALTHY LIVING

**Cardiff will be made a healthier place to live by seeking to reduce health inequalities through encouraging healthy lifestyles, addressing the social determinants of health and providing accessible health care facilities. This will be achieved by supporting developments which provide for active travel, accessible and useable green spaces, including allotments.**

**4.160** This Policy accords with the aim in PPW to deliver sustainable development through ensuring that health is considered in new developments. It also assists achievement of a number of PPW objectives regarding travel and access to key community facilities. It reflects the direction that *'health considerations can be material considerations in determining planning applications'* (PPW Para. 12.13.8) and accepts that the effect of development on people's health is a key element of sustainable development and its consideration will raise any significant issues which need to be taken into account.

**4.161** Implementation of this Policy supports the Cardiff Partnership Strategy (2010-2020) and the population outcome 'people in Cardiff are healthy'. It also contributes to the delivery of a number of objectives regarding healthy lifestyles including physical activity and recreation, in accordance with Our Healthy Future (Welsh Government 2009), Fairer Health Outcomes for All (Welsh Government 2011) and Creating an Active Wales (Welsh Government 2010).

**4.162** The Policy reflects evidence provided by 'The Marmot Review: implications for spatial planning' and Barton and Tsourou (2000) 'Healthy Urban Planning' and supports the theme of healthy urban environment and design taken forward by the World Health Organisation and UK Healthy Cities Networks.

**4.163** Overall, these policies and guidance conclude that the built and natural environment together with lifestyle behaviours contribute to improving health. Key measures to improve the health of the population include supporting:

- Active travel such as walking and cycling;

- Access to well-maintained open spaces for physical activity and food growing; and
- Access to health care facilities.

**4.164** Such measures will assist in:

- Achieving and maintaining a healthy weight;
- Protecting mental health; and
- Reducing stress levels.

**4.165** Cardiff has a wealth of open spaces and walking and cycling rates to work/school and for leisure are on the increase and it is important to protect and enhance these assets for health improvement.

## 7. Respecting Cardiff's environment and responding to climate change

### KP15: CLIMATE CHANGE

**To mitigate against the effects of climate change and adapt to its impacts, development proposals should take into account the following factors:**

- i. **Reducing carbon emissions;**
- ii. **Protecting and increasing carbon sinks;**
- iii. **Adapting to the implications of climate change at both a strategic and detailed design level;**
- iv. **Promoting energy efficiency and increasing the supply renewable energy; and**
- v. **Avoiding areas susceptible to flood risk in the first instance in accordance with the sequential approach set out in national guidance; and**
- vi. **Preventing development that increases flood risk.**

**4.166** A core function of the Plan is to ensure that all development in the city is sustainable, taking full account of the implications of reducing resource use and addressing climate change. This Policy provides a framework for sustainable growth by promoting development that mitigates the causes of climate change and which is able to adapt to its likely effects. This long-term approach is vital if Cardiff is to realise the economic, environmental and social objectives set out in the Vision.

**4.167** In the first instance, a reduction in carbon emissions will be achieved by means of controlling the energy demand associated with development through maximising energy efficiency. Secondly, sustainable sources of energy should be incorporated, without reliance on fossil fuels.

**4.168** Carbon sinks act as a means of off-setting carbon emissions by natural means. Trees and soils act as substantial reservoirs of carbon, sequestering atmospheric carbon, and contributing substantially to soils, which accrete carbon faster under tree cover than other forms of vegetation. This stored carbon will usually be emitted as a greenhouse gas if trees are removed or damaged, or soils removed, covered or disturbed (by compaction or contamination) during the construction process.

**4.169** As far as practicable, trees should be retained and protected, and land kept as functioning vegetated soil open to the fall of organic matter, with new trees and shrubs provided by developers wherever possible. Where trees and shrubs cannot be surrounded by open soil, hard surfaces should not be used unless there is an overriding need, and areas that are not needed for pedestrian or vehicle use

should be retained for soft landscape. Cardiff's open spaces, trees and soils play a crucial role in mitigating the effects of climate change at the local level. Open vegetated soils absorb rainfall and runoff.

- 4.170** Adapting to the implications of climate change will require buildings which are able to cope with the likely increased temperature ranges, more frequent and severe flooding and increased extreme weather events. Buildings and related infrastructure should be designed to be flexible not only to climatic change but also to accommodate a variety of uses over their lifetime rather than being suitable for one sole application. Landscape will be a critical issue with trees providing protection both by shading and active cooling. This cooling will be required particularly in the city centre and District Centres, and where the young children, older people, and people with mobility impairments gather.
- 4.171** The Council will require high standards of energy efficiency in new development. Implementation of this Policy, which promotes incorporation of renewable energy generation, will also reduce emission of aerial pollutants, thereby offsetting increases in aerial emissions arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.
- 4.172** Avoiding unnecessary flood risk will be achieved by strictly assessing the flood risk implications of development proposals within areas susceptible to tidal or fluvial flooding and preventing development that unacceptably increases risk. In accordance with TAN15: Development and Flood Risk no highly vulnerable development will be permitted in development advice zone C2. Development will only be considered in other areas at high risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements of TAN15 (2004 – Section 6, 7 and Appendix 1). Policy EN14 relating to Flood Risk sets out a range of criteria which will be considered when assessing development proposals in areas of high risk of flooding.

## KP16: GREEN INFRASTRUCTURE

**Cardiff's distinctive natural heritage provides a network of green infrastructure which will be protected, enhanced and managed to ensure the integrity and connectivity of this multi-functional green resource is maintained.**

**Protection and conservation of natural heritage network needs to be reconciled with the benefits of development. Proposed development should therefore demonstrate how green infrastructure has been considered and integrated into the proposals. If development results in overall loss of green infrastructure, appropriate compensation will be required.**

**Natural heritage assets are key to Cardiff's character, value, distinctiveness and sense of place. They include the City's:**

- i. **Undeveloped countryside and coastline (EN1 and EN2);**
- ii. **Landscape, geological and heritage features which contribute to the City's setting (EN3);**
- iii. **Strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney (EN4);**
- iv. **Biodiversity interests including designated sites and the connectivity of priority habitats and species (EN5, EN6 and EN7);**
- v. **Trees (including street trees), woodlands and hedgerows (EN8);**
- vi. **Strategic recreational routes, cycleways and the public rights of way network (T5, T6 and T8);**
- vii. **Parks, playing fields, green play areas and open spaces (C4 and C5); and**
- viii. **Growing spaces including allotments, community orchards and larger gardens; and**
- ix. **Holistic integrated surface water management systems (EN10).**

**4.173** The policy aims to ensure that Cardiff's green infrastructure assets are strategically planned and delivered through a green infrastructure network. Other policies in the Plan provide more detailed guidance on aspects of these assets, together with supporting SPG.

**4.174** The green infrastructure network is important for its own sake and for its contribution to the wider quality of life, including the value that people attach to it. It provides a range of economic, social and environmental benefits including reducing impacts of climate change (KP15), enhanced biodiversity habitat and species connectivity (EN5, EN6 and EN7), providing greater opportunities for sports and recreation (C4), contributing to the communities' health and wellbeing (C6) and providing visual benefits for all (KP5).

- 4.175** Where development is permitted, planning conditions and/or obligations will be used to protect or enhance the natural heritage network. New developments should incorporate new and / or enhanced green infrastructure of an appropriate size, type and standard to ensure no fragmentation or loss of connectivity.
- 4.176** Where the benefits of development outweigh the conservation interest, mitigation and/or compensation measures will be required to offset adverse effects and appropriate planning obligations sought. The implementation of policies designed to provide and protect public open space throughout Cardiff would also serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC, thereby helping to avoid likely significant effect upon that site.
- 4.177** Management of Cardiff's green infrastructure network should be in place prior to development, and appropriate planning obligations sought. SPG on this topic will more fully outline the extent of Cardiff's green infrastructure and how this policy can be implemented in more detail.

## KP17: BUILT HERITAGE

**Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular the character and setting of its Scheduled Ancient Monuments; Listed Buildings; Registered Historic Landscapes, Parks and Gardens; Conservation Areas; Locally Listed Buildings and other features of local interest that positively contribute to the distinctiveness of the city.**

- 4.178** This Policy affords strategic policy protection for Cardiff's historic environment as required by legislation and PPW. The historic environment enriches people's lives and the visual appearance of the city. It reflects the diversity and culture of the communities that have formed it over time, provides evidence of Cardiff's past and helps define its present identity and character. An understanding of the historic and cultural significance of the city can provide a context for managing change and creates a backdrop for innovation in the design of new development to shape the future of the city.
- 4.179** There are currently 28 Scheduled Ancient Monuments in Cardiff. This Policy affords appropriate protection to these monuments and others that may be scheduled over the Plan period, as well as other important archaeological remains identified within the Historic Environment Record. SPG on Archaeologically Sensitive Areas will provide further guidance on four areas of the city where significant finds have been recorded.

- 4.180** There are currently almost 1,000 buildings in Cardiff on the statutory List of Buildings with Special Architectural or Historic Interest, designated by Cadw on behalf of the Welsh Government. Along with the legislation referred to above, This Policy affords appropriate protection to these statutory listed buildings and others that may be added to the list by Cadw over the Plan period.
- 4.181** The Council also holds a Local List of Buildings of Merit. This Policy identifies the significance of these locally listed buildings (and others that may be added to the list by the Council over the Plan period) have in forming the character of the area. Welsh Office Circular 61/96 identifies the weight their designation may have in the assessment of development proposals.
- 4.182** There are currently 27 conservation areas in Cardiff, as identified on the Constraints Map. Along with the legislation referred to above. This Policy affords appropriate protection to these and other areas that may be designated by the Council over the Plan period. The Policy should be read in conjunction with the adopted Conservation Area Appraisal prepared for each area, including the enhancement proposals included within them.
- 4.183** Finally, there are currently 19 historic parks and gardens and 1 historic landscape (the Wentloog Levels) included on the Cadw/ICOMOS 'Register of Historic Landscapes Parks, and Gardens'. This Policy affords appropriate protection to these and other historic parks, gardens and landscapes that may be added to the register by Cadw/ICOMOS over the Plan period.
- 4.184** In seeking to respond to the presence of heritage assets, developers are encouraged to follow a sequence of investigation and assessment to identify the cultural and historic significance of a place before developing proposals for change or alteration. In this way appropriate approaches can be developed to preserve and enhance the historic environment through proposals that respond to and complement their context. The process is commended within Circular 61/96 and advice within BS Standard 7913, 2013.

## KP18: NATURAL RESOURCES

**In the interests of the long-term sustainable development of Cardiff, development proposals must take full account of the need to minimise impacts on the city's natural resources and minimise pollution, in particular the following elements:**

- i. **Protecting the best and most versatile agricultural land;**
- ii. **Protecting the quality and quantity of water resources, including underground surface and coastal waters;**
- iii. **Minimising air pollution from industrial, domestic and road transportation sources and managing air quality; and**
- iv. **Remediating land contamination through the redevelopment of contaminated sites.**

- 4.185** The best and most versatile agricultural land (grades 1, 2 and 3a of the Agricultural Land Classification) is a finite resource. Once lost to development it is rarely practicable to return such land to best quality agricultural production.
- 4.186** There is no up-to-date definitive map of agricultural land quality for Cardiff as a whole but the best and most versatile agricultural land is known to exist in parts of the west, north and east of Cardiff. In meeting the needs to provide new homes and jobs in this Plan, some high quality land will be lost but taking account of all relevant factors, this loss is considered justified. Moreover, by putting in place a planned and managed approach to meeting future economic and social needs, this adds strength to the protection of good quality land outside these areas.
- 4.187** Cardiff's rivers, lakes, ponds and water bodies are important for a wide range of uses and users. Development has the potential to affect water quality and quantity. It is important that development is only allowed where there would be no unacceptable harm to the quality or quantity of water resources and where provision can be made for any infrastructure required to safeguard water quality and quantity. New developments should have an adequate water supply and sewerage system to serve the development. This policy, which is aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the River Usk and River Wye SACs, thereby helping to avoid the likelihood that this LDP will have a significant effect upon European designated sites.
- 4.188** Poor air quality can affect people's health, quality of life and amenity and can impact on nature conservation and built heritage interests. Development has the potential to cause air pollution, or sensitive developments can be affected by existing air quality problems in an area. In Cardiff, transport emissions are one

of the main contributors to poor air quality. Development will not be permitted if it would cause or result in unacceptable harm due to air pollution. Implementation of this Policy will also help to counteract any increase in atmospheric pollution as a result of the Plan, thereby helping to avoid the likelihood that this LDP will have a significant effect upon internationally designated sites.

- 4.189** The redevelopment of sites with land contamination allows such land to be brought back into beneficial use, prevents dereliction and reduces the need to develop greenfield sites. Developers will be required to demonstrate that any actual or potential contamination can be overcome, thereby ensuring that the land is suitable for the development proposed.

# 5

## Detailed Policies



## 1. HOUSING

### H1: NON-STRATEGIC HOUSING SITES

The following non-strategic sites are allocated for housing:			
Table 3: SUMMARY OF NON-STRATEGIC HOUSING SITES			
Site Ref.	Site Name	Estimated Units	Site Size (Ha)
H1.1	Land at Areas 9-12, St Mellons	150	3.98
H1.2	Land rear of Clive Street	80	2.87
H1.3	Rookwood Hospital	90	3.40
H1.4	Former Lansdowne Hospital	75	1.51
H1.5	Land at Dan-y-Garth, Pentyrch	47	2.49
H1.6	Land at former St John's College	64	2.50
H1.7	Ely Bridge Farm, Dyfrig Road. Ely	41	0.72
H1.8	Electrocoin Automatics Ltd, Caerphilly Road	20	0.61
H1.9	Land at Mill Road, Tongwynlais	5	0.40

- 5.1** To help satisfy the new dwelling requirement it is necessary to allocate non-strategic housing sites, as well as taking into account numbers of dwelling units estimated that will come forward from the existing landbank, strategic sites, and allowances for windfalls and changes of use over the Plan period to 2026.

- 5.2** The non-strategic housing sites listed in this Policy were put forward as candidate sites in the LDP process and are considered acceptable in principle for residential use. The proposed number of units shown for each site is indicative and may be subject to change depending on details of planning applications yet to be submitted and approved.

## H2: CONVERSION TO RESIDENTIAL USE

**Within the Central Business Area of the city centre, District and Local centres, as defined on the Proposals Map, the conversion of suitable vacant space above commercial premises to residential use will be favoured where:**

- i. **Adequate servicing and security can be maintained to the existing commercial use(s);**
- ii. **Appropriate provision can be made for parking, access, pedestrian access, amenity space, and refuse disposal together with any appropriate external alterations and;**
- iii. **The residential use does not compromise the ground floor use.**

- 5.3** Within the areas identified the Council will encourage the conversion of suitable space above commercial premises to residential use. The conversion of empty space above shops to residential use provides a valuable contribution to the city's housing stock and provides much needed homes. It also positively contributes to the creation of vibrant, mixed use communities where people live and shop. Centres remain busy and populated beyond business hours, increasing surveillance and providing a market for ancillary uses associated with the night-time economy.

## H3: AFFORDABLE HOUSING

**The Council will seek 20% affordable housing on Brownfield sites and 30% affordable housing on Greenfield sites in all residential proposals that:**

- i. **Contain 5 or more dwellings; or**
- ii. **Sites of or exceeding 0.1 hectares in gross site area; or**
- iii. **Where adjacent and related residential proposals result in combined numbers or site size areas exceeding the above thresholds, the Council will seek affordable housing based on the affordable housing target percentages set out above.**

**Affordable housing will be sought to be delivered on-site in all instances unless there are exceptional circumstances.**

- 5.4** The aim of this Policy is to assist the Council to meet evidenced housing need by seeking an appropriate affordable housing contribution from new residential developments in the city.
- 5.5** The Policy will help provide a range and mix of sustainable affordable housing, in line with Policy KP13.
- 5.6** PPW recognises that a community's need for affordable housing is a material planning consideration. It also promotes mixed and inclusive communities. More detailed guidance in TAN2: Planning and Affordable Housing requires local authorities to include affordable housing policies in their LDPs where a Local Housing Market Assessment (LHMA) has provided the evidence base to support policies to deliver such housing through the planning system. The Cardiff LHMA update (2013) indicates an annual shortfall of 3,989 affordable dwellings per annum.
- 5.7** The Policy applies to all proposed housing developments covered by the policy thresholds, including proposals on previously undeveloped land, redevelopment schemes, schemes providing specialised accommodation (except those in which residents require a significant element of care), conversions, changes of use, and mixed-use developments containing housing. It responds to the evidenced need for the planning system to help play its part in securing land and units for affordable housing. However, housing specifically designated to cater for students would not be required to contribute an affordable housing element.
- 5.8** In accordance with Welsh Government guidance, affordable housing encompasses both social rented and intermediate housing where there are secure mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers. In addition, the Council has a duty to have regard to the needs of disabled people and chronically sick, the majority of whom are best housed in the community. Where there is evidence of need for affordable special needs housing it may, subject to Council agreement, be provided as all, or part of, the affordable housing requirement.
- 5.9** The Council will provide evidence of need based upon the latest Cardiff Local Housing Market Assessment Update, supplemented by current Council and Registered Social Landlord waiting lists and other relevant information. In order to create mixed and balanced communities, provision for affordable housing will be sought 'on site' unless the Council considers that this is impractical or inappropriate. In such exceptional circumstances, affordable housing may either be provided on another site, (location to be agreed with the Council), or a financial contribution may be provided to address affordable housing requirements elsewhere in Cardiff, in any case, provision should address the need identified in relation to the proposed development.

- 5.10** The targets set out in the Policy are derived from the findings of an affordable housing viability study undertaken by Peter Brett Associates. This study assessed the viability of a range of housing scenarios (including a calculation for necessary infrastructure which could be achieved through S106 and/or CIL, consistent with Policy KP6: New Infrastructure for different development types with varying levels of affordable housing. In order to demonstrate viability, and take account of the higher costs associated with the development of brownfield sites the study recommended a two tiered affordable housing target. The Report confirms that affordable housing is viable at 30% on greenfield sites and at 20% on brownfield sites (based on indicative tenure mixes of 40% social rented, 40% intermediate rented and 20% Low Cost Home Ownership). This is consistent with the recommendations of the Cardiff Local Housing Market Assessment and the Economic Viability Reports of 2013 and 2014 in seeking an appropriate mix of tenures to address evidenced housing need over the Plan period
- 5.11** In negotiating affordable housing, each proposal's actual contribution will depend on that scheme's capacity for provision. This will ensure that the affordable housing contribution in itself will not make the scheme unviable. The Council will work with developers to agree a contribution in an open and transparent manner. In cases where agreement cannot be reached, an independent assessment will be commissioned to be paid for by the applicant/developer. The assessment should include details and costs of the necessary infrastructure to be delivered either wholly or in part to support the delivery of sustainable neighbourhoods.
- 5.12** Detailed guidance on the scale, tenure and nature of the affordable housing to be sought, along with information regarding what will be required as part of independent viability assessments, will be set out in the Affordable Housing SPG. The Policy will normally be implemented by the use of a planning obligation in accordance with Policy KP7.

## **H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES**

**Outside the Central and Bay Business Areas and District and Local Centres, identified on the Proposals Map, conversion or redevelopment of residential properties to other uses will only be permitted where:**

- i. The premises or their location are no longer suitable for residential use; or**
- ii. The proposal is for a community use necessary within a residential area.**
- iii. There would be no unacceptable impact on residential amenity.**

- 5.13** This Policy identifies the circumstances in which proposals for the conversion or redevelopment of residential properties outside the Central and Bay Business Areas and District and Local Centres identified on the Proposals Map, to other use will be permitted.
- 5.14** As acknowledged in PPW, offices, retail, entertainment and other uses that attract a significant number of visitors, whether by vehicle or on foot, are generally best located in centres where they are most widely accessible, particularly by public transport and have least harmful impact on residential amenity. Within Cardiff, these centres are the Central and Bay Business Areas, Central Shopping Area and District and Local centres identified on the Proposals Map. A range of Plan policies seeks to direct appropriate uses to these centres.
- 5.15** Outside these centres, proposals for the conversion or redevelopment of residential properties to other use will only be permitted in line with Policy H6 and if no unacceptable harm will be caused to the amenity or health of remaining residences in line with Policy H6.
- 5.16** There is a range of community uses that are appropriate and necessary, in principle, within residential areas. These include doctors' and dentists' surgeries, residential homes and child-care facilities. Further guidance on the conversion of residential properties to childcare facilities will be set out in SPG.
- 5.17** In order to safeguard the amenity of residential areas, there will be a general presumption in favour of permitting the range of commercial and community uses in the Central and Bay Business Areas and District and Local Centres identified on the Proposals Map - including by the conversion or redevelopment of existing residential accommodation - subject to relevant policies. Within the Central and Bay Business Areas, proposals will be assessed having regard to Policy KP10 District and Local Centres, proposals will be assessed having regard to Policies R4 & R5.

## H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES

**Proposals for any conversion to flats or Houses in Multiple Occupation will be permitted where:**

- i. **The property is of a size whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.**
- ii. **There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking.**
- iii. **The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.**
- iv. **Does not have an adverse effect on local parking provision.**

**5.18** The subdivision of a residential building into smaller residential units can be an important source of housing. It can take different forms such as:

- Subdivision of existing houses into flats and HMOs (Houses in Multiple Occupancy).
- Conversion of HMO's to flats.

**5.19** The Council requires all flat conversions and HMOs to be of a high quality and to be well designed.

**5.20** The objectives of the Policy are:

- to support the creation of attractive sustainable development for self-contained flats and HMOs;
- to promote good design and layout.

**5.21** The subdivision of a building into smaller residential units is a sustainable form of development as it gives a new lease of life to buildings which might be redundant or economically unviable in their current use.

**5.22** With sympathetic alterations to the exterior of a building, conversion has a lower visual impact on the street scene by preserving the existing frontage and respecting the character of an area.

**5.23** However, unsatisfactory conversion work can result in accommodation which is an over-intensification form of development resulting in inadequate and poor quality accommodation. Occupants may be exposed to problems, such as overlooking, poor outlook, overcrowding and lack of amenity space, noise and disturbance from neighbouring premises, and inconvenient and unsafe access.

**5.24** Further information will be given in SPG.

## **H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE**

**Change of use of redundant premises or redevelopment of redundant previously developed land for residential use will be permitted where:**

- i. There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement;**
- ii. The resulting residential accommodation and amenity will be satisfactory;**
- iii. There will be no unacceptable impact on the operating conditions of existing businesses;**
- iv. Necessary community and transportation facilities are accessible or can be readily provided or improved; and**
- v. It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no unacceptable risks to the end users.**

**5.25** This Policy provides a framework for the assessment of applications for the change of use, conversion or redevelopment of redundant previously developed land and premises for residential purposes within settlement boundaries. It is aimed at ensuring that:

- Where necessary, land retains its existing use;
- Land that is no longer required for its existing or former use, if there is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement, contributes to meeting housing requirements, thereby reducing the need to develop previously undeveloped land - which is a fundamental component of the LDP Strategy; and
- New residential accommodation and environments are well-designed, environmentally sound and make a significant contribution to promoting community regeneration and improving the quality of life.

**5.26** The Policy responds to evidenced social need for new homes in line with Policy KP1 and relates to Policies EC3 & H2. PPW indicates that such changes of use and redevelopment should be taken into account in housing provision. It defines 'previously developed land'. National guidance and plan policies relevant generally to the countryside will apply outside settlement boundaries. The Policy will also apply to mixed-use development including housing.

- 5.27** Assessment of whether land or premises are redundant or need to be retained in their former use (criterion (i)) will include tests identified in relevant policies, notably Policy EC3 Alternative Use of Sites and Premises relating to the protection of employment land and premises.
- 5.28** Considerations under criterion (ii) will include the compatibility of neighbouring uses, preventing insensitive or inappropriate infilling, privacy/amenity, size, density, aspect, scale, layout and requirements for security and amenity space.
- 5.29** Criterion (iii) is intended to ensure that the introduction of residential use into an area or building does not unduly restrict the operating conditions of existing businesses.
- 5.30** Criterion (iv) may involve contributions being sought from developers towards the provision of necessary community and other facilities, in accordance with Policy KP7, delivering necessary infrastructure.
- 5.31** Where there is a change of use or redevelopment of commercial/industrial units to residential, there needs to be an appropriate assessment for the presence of land contamination. The land contamination standards set for commercial/industrial use are not suitably protective for residential use and therefore unacceptable risks to the end users may be present and will require appropriate remediation, where residential use is proposed.

## **H7: SITES FOR GYPSY AND TRAVELLER CARAVANS**

**New sites and extensions to existing sites will be permitted where:**

- i. Necessary physical, transport and social infrastructure are accessible or can be readily provided;**
- ii. Environmental factors including flood risk, ground stability, land contamination and proximity of hazardous installations do not make the site inappropriate for residential development;**
- iii. The site is designed with reference to both the Welsh Government Good Practice Guide in Designing Gypsy Traveller Sites and the views of local Gypsies and Travellers;**
- iv. There would be no unreasonable impact on the character and appearance of the surrounding areas including impact on residential amenity of neighbouring occupiers or the operating conditions of existing businesses; and**
- v. In the case of a transit or touring site, it has good access to the primary highway network.**

- 5.32** This Policy provides a framework for assessing proposals for both new and extensions to existing sites whether for permanent or transit sites.
- 5.33** Cardiff currently has two Gypsy and Traveller sites, at Rover Way and Shirenewton, providing a total of 80 permanent pitches. To date these two sites have accommodated natural population growth, with some overcrowding. The latest Gypsy and Traveller Needs Assessment was undertaken in April 2013 and showed a need for 108 permanent Gypsy and Traveller pitches. Local authorities are required to assess the accommodation needs of Gypsy families (Housing (Wales) Act 2014) and submit the assessment to the Welsh Government for approval by March 2016. PPW says that it is important for LDPs to have policies for the provision of sites. Welsh Government Circular 30/2007 indicates that where there is an assessment of unmet need for Gypsy and Traveller accommodation, sufficient sites should be allocated in the LDP to meet needs. A criteria based policy for Gypsy and Traveller sites must also be included in order to meet future need.
- 5.34** This updated assessment will inform a wider site selection process which will progress over the next two years to meet the short and long term need for Gypsy and Traveller pitches. This process is referenced in the Monitoring Framework and includes the following key outputs and timescales. Sites that come forward through this process, together with any other proposals will be assessed against this policy.
- Agree methodology and project management arrangements by end of 2015
  - Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 by February 2016
  - Undertake a site search and assessment and secure approval of findings by October 2016
  - Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet the short term need for 43 pitches by May 2017
  - Secure planning permission and funding (including any grant funding from Welsh Government) required to meet the long term need for 65 pitches by May 2021

## 2. ECONOMY

### EC1: EXISTING EMPLOYMENT LAND

The city's existing employment areas outside of the Central and Bay Business Areas (as designated on the Proposals Map) will be protected for B Use Class employment generating uses (together with appropriate ancillary and/or complementary uses and activities as referred to in Policy EC2) as described in the table below

Site Ref	Site Name	Primary Use/Activity	Status
EC1.1	Ocean Park	B1, B2, B8	Primary
EC1.2	Cardiff Port (& Heliport and surrounds)	B1, B2, B8	Primary (Port related activities)
EC1.3	Rover Way (Celsa Steel Works, Tremorfa Industrial Estate, Seawall Road)	B2, B8	Primary
EC1.4	Wentloog Road (Capital Business Park, Lamby Way Industrial estate, Wentloog Corporate Park, Rail Freight Terminal)	B1, B2, B8	Primary
EC1.5	St Mellons Business Park	B1, B2, B8	Primary
EC1.6	Cardiff Gate Business Park	B1 (offices), ancillary B2	Primary
EC1.7	Cardiff Business Park & Land North of Maes y Coed Road, Llanishen	B1, B2, B8	Primary
EC1.8	Forest Farm, Longwood Drive	B1, B2, B8	Primary
EC1.9	Green Meadow Springs	B1 (offices)	Primary
EC1.10	Penarth Road Area (includes Hadfield Road, Sloper Road, Bessemer Road)	B1, B2, B8	Primary

Site Ref	Site Name	Primary Use/Activity	Status
EC1.11	Ty Nant Road	B1, B2, B8	Local
EC1.12	Crown Way (Companies House)	B1 (offices)	Local
EC1.13	Wentloog Road (North of railway line)	B1, B2, B8	Local
EC1.14	Pentwyn (Panasonic Plant, Avenue Industrial Estate)	B1, B2, B8	Local
EC1.15	Eastern Business Park	B1 (offices)	Local
EC1.16	Willowbrook Business Technology Park	B1 (science, research and development)	Local
EC1.17	Excelsior Road	B1, B2, B8 & complementary trade counter	Local
EC1.18	Norbury Road Industrial Estate	B1, B2, B8	Local
EC1.19	Wroughton Place, Ely	B1, B2, B8	Local
EC1.20	Argyle Way, Caerau	B1, B2, B8	Local
EC1.21	Garth Industrial Estate	B1, B2, B8	Local
EC1.22	Land at East Bay Close	B1, B2, B8	Local
EC1.23	Alexandra Gate Business Park	B1	Local

- 5.35** This Policy responds to the economic vision and objectives of the Plan to ensure a range and choice of employment land and premises are available across the city to assist economic competitiveness, encourage entrepreneurship, promote the growth of indigenous businesses of all types and size and attract inward investment.

- 5.36** A key role for the LDP is to ensure the provision of a portfolio of an appropriate range, quantity and quality of employment land and premises to meet the current and future needs of the city and the city's workforce. One of the main strategies to achieve this aim is the protection of existing employment sites across the city.
- 5.37** One of the key recommendations of the GVA Grimley Report 'Cardiff Employment Land and Commercial Review' (2009) and Hardisty Jones Associates/Origin 3 Study 'Cardiff Employment Land and Property Study' (April 2012) was to introduce policies to protect nearly all of the remaining employment locations (or allocations that were made in the Local Plan) either because of the important economic role they currently play in the overall employment land portfolio for the city or because of the distribution of this land across the city.
- 5.38** A critical factor in Cardiff maintaining a supply of employment land will be the ability to protect land and premises for employment from being lost to alternative uses. There has been growing pressure over recent years for the development/redevelopment of employment land and premises for other uses (predominantly residential), whether still occupied or where current operations have ceased. Such development proposals can result in significant losses to the county's stock of employment land and premises.
- 5.39** The loss of employment land can be incremental with the loss of one site setting the precedent for the loss of a series of others in a similar location, leading to a gradual erosion of an employment site. Sometimes alternative uses can also fragment a larger business area or sever links between employment uses in an area. Over time pressure for alternative uses result in a material aggregate loss of employment sites to the detriment of the local economy.
- 5.40** The employment sites identified in Policy EC1 display strong potential to continue playing an important economic role, whether this is to provide local employment on smaller sites within key neighbourhoods or whether the sites are more strategic in size, position and function.
- 5.41** Due to the time that has elapsed since the completion of the GVA Study, the employment sites identified for protection have been reviewed. Some sites have experienced further pressure for alternative uses with additional losses of employment land and their B use class employment function has been all but eroded. These sites, for example North and South of Newport Road and Colchester Avenue are therefore no longer identified for protection for employment purposes. Similarly Cathedral Road and offices adjacent to the River Taff which are characterised by low grade offices with a high level of vacancy are no longer identified for protection and a change of use to housing for example will be given consideration.

- 5.42** The protection of employment sites also allows for the modernisation and refurbishment of land and property and increasing density of development on site thereby making the most efficient use of land.

## **EC2: PROVISION OF COMPLEMENTARY FACILITIES FOR EMPLOYEES IN BUSINESS, INDUSTRIAL AND WAREHOUSING DEVELOPMENTS**

**Provision for open space, public realm, leisure, food and drink, and child-care facilities will be appropriate in office, industrial and warehousing developments, provided, the facility is of an appropriate scale and nature intended primarily to meet the needs of workers in the vicinity, therefore not attracting significant levels of visitor traffic into the area, or exacerbating existing traffic conditions.**

- 5.43** This Policy seeks to enable the provision of appropriate complementary leisure, food and drink, and childcare facilities in existing and new office, industrial and warehousing areas and helps to deliver Plan objectives. Employees in such areas may require good access to a range of facilities, including food and drink, leisure/recreation and child-care. The absence of such facilities in an employment area can increase travel demand and make the areas less attractive to employers and employees.
- 5.44** In existing employment areas, change of use of existing premises will be considered for appropriate complementary facilities, including food and drink, leisure and child-care.
- 5.45** Where new employment areas are proposed, the need for such facilities should be considered as part of the overall development scheme.
- 5.46** In all cases, only facilities of an appropriate nature and scale to meet the needs of employees will be permitted. Appropriate leisure facilities may include fitness centres/clubs and indoor sports facilities. Provision for accessible open space or public realm improvements may also be appropriate.

## EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES

**Development of business, industrial and warehousing land and premises for other uses will only be permitted if:**

- i. **The land or premises are no longer well located for business, industrial and warehousing use; or**
- ii. **There is no realistic prospect of employment use on the site and/or the property is physically unsuitable for employment use, even after adaption/refurbishment or redevelopment; or**
- iii. **There is no need to retain the land or premises for business, industrial or warehousing use, having regard to the demand for such land and premises and the requirement to provide for a range and choice of sites available for such use; and**
- iv. **There will be no unacceptable impact on the operating conditions of existing businesses.**

**5.47** This Policy provides criteria against which proposals for the change of use of business and industrial land and premises will be assessed. It will apply to existing, permitted and allocated business, industrial and warehousing land and premises and address:

- The need to retain a range and choice of well-located sites and premises attractive to business, industry and warehousing;
- Making the best use of redundant land and premises for alternative employment purposes; and
- Where land and premises need to be retained because they are of local importance for employment opportunities.

**5.48** Criteria for assessing whether land and premises remain well located for business, industrial and warehousing uses will include:

- Accessibility to the primary highway network, rail-freight facilities and the port;
- Accessibility by public transport; and
- Proximity to housing or other sensitive uses.

**5.49** The 'robust evidence' for assessing the need to retain land and premises for business, industrial and warehousing use include the following criteria:

- Whether and for how long land or premises have been vacant and actively marketed and the expressions of interest during this period;

- Whether the site offers particular benefits not generally available within the overall land bank;
  - Whether the site is within an area of high unemployment and offers realistic prospects of use for appropriate employment purposes;
  - Whether the relocation of existing occupiers to other suitable accommodation will be facilitated;
  - Whether the proposed development would retain an element of industrial, office or warehousing floorspace; and
  - Whether the proposed use needs to be accommodated on business, industrial or warehousing land (e.g. transport depots).
  - Other priorities, such as housing need, override more narrowly focused economic considerations.
- 5.50** Where alternative use of land is considered appropriate, priority will be given to mixed-use development comprising employment, housing and community facilities or, where that is not feasible, housing. Other proposals will need to demonstrate why a mixed-use of housing and employment schemes cannot be achieved on the site.
- 5.51** It is also important to ensure that the introduction of residential or other uses into an industrial or warehousing area does not unduly restrict the operating conditions of remaining businesses.
- 5.52** Where employment land and premises are under development pressure from non-employment uses and it is considered that there still exists an opportunity to make a contribution towards longer term economic development and job retention and growth within an area, developers will be requested to make provision for an appropriate contribution towards bringing forwards compensatory employment opportunities elsewhere in the County in line with Policy KP7 Planning Obligations.
- 5.53** Where there is the potential to develop residential units on areas previously identified for commercial/ industrial use, there needs to be an appropriate assessment for the presence of land contamination. The land contamination standards set for commercial/industrial use are not suitably protective for residential use and therefore unacceptable risks to the end users may be present which will require appropriate remediation.
- 5.54** Further guidance on the application of this Policy will be set out in the Protection of Employment Land and Premises for Business, Industry and Warehousing SPG.

## EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS

**The alternative use of offices within the Central and Bay Business Areas will only be permitted where it can be demonstrated that there is no need to retain the site or premises for office use having regard to the demand for offices and the requirement to provide a range and choice of sites available for such use.**

- 5.55** This Policy aims to ensure that office sites within the Central and Bay Business Areas identified on the Proposals Map, whether occupied, vacant, or with permission are protected from inappropriate changes of use. Any proposal involving the loss of offices will need to demonstrate that there is a sufficient range and choice of commercial office floorspace to meet the city's office requirement up to 2026.
- 5.56** When considering proposals for the alternative use of office accommodation, the following issues will be considered:
- Whether, and for how long the premises have been vacant and actively marketed for office use;
  - Whether the development of the site for appropriate uses will facilitate the relocation of existing office occupier/s to other suitable accommodation within the Central or Bay Business Area;
  - Whether the proposed development would retain a significant element of office floorspace;
  - Whether the proposed use is complementary to an employment use; and
  - Whether the proposed development can demonstrate wider economic, social and regeneration benefits.
- 5.57** The Central and Bay Business Areas contain a wide range of office premises, including modern Grade A accommodation (e.g. Callaghan Square and Assembly Square); high-rise accommodation built in the 1960s and 1970s (e.g. Newport Road); office accommodation above commercial premises (e.g. St. Mary Street and Greyfriars Road); and converted historic villas in the north of the city centre (e.g. Park Place and Windsor Place). Over time, and as the needs of businesses change, premises can fail to meet modern occupier requirements. This has been evidenced recently with changes of use from offices to residential and hotel uses, resulting in a significant reduction in office vacancy levels within the city centre.
- 5.58** To ensure that Cardiff continues to attract and retain quality businesses, the City Centre must contain sufficient land for new office accommodation, as well as providing a range and choice of office premises for existing and future occupiers, including large Grade A offices, small and medium sized enterprises, incubator

units and live-work premises. The Cardiff Central Enterprise Zone along with other planned employment areas provides a range and choice of new business locations.

- 5.59** It is acknowledged that some office vacancy is necessary to allow for the turnover of businesses and the renovation of premises to meet modern business needs. However, long-term vacancy can have a damaging impact upon the vitality and viability of commercial centres. Office premises that, despite active marketing, have remained unoccupied for over two years will be considered more favourably for changes of use to other, appropriate uses.
- 5.60** Mixed-use redevelopment proposals that retain a significant element of commercial office floorspace, or those that do not result in any net loss in the level or quality of office accommodation within the City Centre, are likely to be more favourably considered.
- 5.61** Where proposals involve the loss of office accommodation, they will only be permitted where they do not harm, and are complementary to, the primary office role and function of the area and accord with other Plan policies. Such uses could include childcare facilities, training, tertiary education, residential development, commercial leisure and hotels.

## EC5: HOTEL DEVELOPMENT

**Proposals for hotel development will be permitted:**

- i. **Within the Central and Bay Business Areas of the city centre;**
- ii. **In appropriate locations for the conversion of suitable residential or commercial properties;**
- iii. **At other locations within the urban area, if there is no need to preserve the site for its existing or allocated use, assessed against the relevant policies of the plan;**

**Subject to considerations of scale, location, design, amenity and transportation being acceptable.**

- 5.62** This Policy favours hotel development at appropriate locations within the Central and Bay Business Areas.
- 5.63** The conversion of existing properties to hotels or guest houses contributes to the range of accommodation available for tourists and other visitors to the city. In assessing such proposals, 'appropriate locations' are likely to be on main roads into the city and close to tourist or business areas, and 'suitable properties' are likely to be larger houses and vacant low grade offices, able to accommodate parking requirements. In terms of both the proposed property and its location,

importance will be attached to the need to safeguard amenity of residential areas. Proposals for the change of use of converted hotels in residential areas to uses other than residential or uses acceptable within a residential area will be resisted.

## EC6: NON-STRATEGIC EMPLOYMENT SITE

**Land is allocated for university related research and development uses at Maindy Road, Cathays (3.3ha).**

- 5.64** This non-strategic site is considered acceptable for university related research and development uses given its close proximity to the existing Cardiff University campus. Dialogue with the University has indicated the merits of university related research and development uses for this site, which can assist in the long term development of Cardiff University and other academic institutions within the city together with wider economic benefits for the region.
- 5.65** The allocation of the site for university research and development uses supports the LDP vision and the economic objectives which seek to promote clusters of research & development expertise. It also supports policies KP1 and KP9 which promote the provision of range and choice of new employment sites for different types of employment. The site is directly adjacent to the existing Cardiff University and in an accessible location which reduces the need to travel, a key component of developing sustainable communities. The precise nature of research and development uses will be subject to further detailed work.

## EC7: EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE

**Proposals for employment use (B Use Class) on unallocated sites will be permitted provided that:**

- i. **The proposal cannot reasonably be accommodated on existing employment land and in the case of offices in the Central Enterprise Zone (Policy KP2) and the Central and Bay Business Areas (Policy EC4);**
- ii. **The site falls within the settlement boundary and has no specific policy designation;**
- iii. **The use is compatible with uses in the surrounding area and;**
- iv. **The proposal is well related to the primary highway network and accessible to sustainable modes of transport.**

- 5.66** Policy EC7 provides guidance on how the Council will determine applications for employment development on sites not identified for employment and ensure a sequential approach to site selection is followed, thereby steering employment

allocations to the most appropriate locations consistent with national policy (PPW para. 10.2.9 and 10.2.11). This policy is intended to support the economy by allowing for future economic growth which sustains and provides job opportunities within Cardiff which is considered essential in responding to economic uncertainty and fulfils the LDP economic evidenced needs.

- 5.67** The LPA is not able to fully predict all potential business and operator requirements over the Plan period. Therefore it is important for the policy framework to allow an element of flexibility to enable businesses to locate within the County.

### 3. ENVIRONMENT

#### Countryside Protection

#### EN1: COUNTRYSIDE PROTECTION

**Development in the countryside, beyond the settlement boundaries identified on the Proposals Map, will only be permitted where the use is appropriate in the countryside, respects the landscape character and quality and biodiversity of the site and surrounding area and where it is appropriate in scale and design. A landscape assessment and landscaping scheme will be required for significant development proposals. Proposals for new housing, rural diversification and rural enterprise, will only be permitted where they comply with National Planning Policy.**

- 5.68** The countryside in Cardiff is land located outside the settlement boundaries as identified on the LDP Proposals Map. Cardiff's countryside is a valuable and finite resource which is under pressure from all kinds of development. The aim of this Policy is to ensure that development within the countryside is strictly controlled to protect and enhance Cardiff's natural heritage and setting. It further seeks to manage and enhance this rich asset in order to maintain Cardiff's unique distinctiveness whilst helping to mitigate against climate change and also aims to ensure that those uses that do not need to be located in the countryside will be resisted.
- 5.69** It should be read in conjunction with Policy KP3A and KP3B and aims to ensure that those uses that do not need to be located in the countryside will be resisted. Whilst KP3A provides strict controls in the Green Wedge area for the reasons given, this policy provides further guidance on uses appropriate in the countryside as a whole.
- 5.70** Although farming and forestry comprise a relatively small part of Cardiff's economy, the economic viability of the countryside around Cardiff remains crucial, with agriculture and forestry playing an important role in both the management and conservation of the countryside. As such, the Council will adopt a positive approach to supporting the rural economy. Development proposals relating to rural diversification and enterprise will be assessed against, (PPW 2014) and TAN 6: Planning for Sustainable Rural Communities. Farm diversification schemes should remain linked to the existing farm business and maybe subject to planning obligations in accordance with TAN 6: Planning for Sustainable Rural Communities (2010 Para 3.7) and Policy KP7.

- 5.71** Close proximity to a large urban population brings many pressures to Cardiff's countryside, including outdoor recreation. Whilst its importance for local recreational purposes and tourism is accepted, it is essential to ensure that both these uses, and any built development associated with them, do not cause unacceptable harm to the character and quality of the countryside. Small scale, low impact development associated with activities which need to be located in the countryside, or encourage access to and enjoyment of the countryside, may be acceptable subject to the tests set out in national guidance.
- 5.72** Planning permission is normally required for the use of land for keeping horses and for equestrian activities, unless they are kept as livestock or the land is used for grazing. The keeping of horses in Cardiff is very widespread, so that land used for grazing, recreation and associated development such as stabling, ménages, fencing, lighting, and car parking is already having a considerable impact on the character of Cardiff's countryside. Whilst it is accepted that these horse related uses can only be accommodated in the countryside, not all locations within the countryside are necessarily appropriate. The overall impact of such proposals will be assessed against the criteria set out in national guidance.
- 5.73** Additionally there has been an increase in the number of applications for kennels and catteries. Applications for the siting of kennels and catteries outside the curtilage of a dwelling house i.e. in a separate field or paddock will also be subject to the tests set out in national guidance.
- 5.74** There is continuing pressure on the countryside in terms of residential development; however the LDP has identified sufficient land to meet the foreseeable residential need over the Plan period. As such, new residential development will not normally be permitted in the countryside unless it is justified for agricultural or forestry purposes or other rural enterprises. In these instances, applicants should refer to PPW, 2014 and TAN 6: Planning for Sustainable Rural Communities (paragraph 4.3 – 4.4).
- 5.75** Any new development in the countryside should be designed and located to minimise their impact, usually within existing clusters of buildings or farm complexes and/or close to existing infrastructure and public transport. The use of outdoor space associated with development including hard and soft landscaping, means of access, car parking and the treatment of boundaries can all have a significant detrimental effect on the character and quality of the countryside and will therefore be strictly controlled.
- 5.76** Supplementary information may need to accompany planning applications, explaining how the proposal has considered and responded to criteria outlined in the Policy. Where relevant, information should also be submitted to show how the proposals respond to National Guidance, including TAN 6 Planning for Sustainable Rural Communities. Where appropriate, this information should also

explain the reasons for locating the development in the countryside. Significant development proposals in the countryside will be expected to include a landscape assessment and landscaping scheme in accordance with Policy EN3.

## **EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE**

**There will be a presumption against conversion, extension and replacement of buildings in Cardiff's countryside except where:**

- a. The proposed conversion is demonstrated to:**
  - i. Be structurally sound and capable of being made so without major alterations, reconstructing or extensions;**
  - ii. Be possible without materially changing the existing character of the building or have a harmful effect on the countryside;**
  - iii. Not give rise to a demand for additional buildings; and**
  - iv. Be suitable for the proposed re-use.**
- b. The proposed extension is demonstrated to:**
  - i. Be the subordinate part of the existing building; and**
  - ii. Respect the scale, character and design of the original part of the building within its countryside and landscape setting.**
- c. The proposed replacement building is demonstrated to:**
  - i. Not result in any greater impact on the quality and character of the surrounding area in terms of its proposed scale and design, including any residential curtilage;**
  - ii. Be on the footprint of the existing building unless relocation can be justified in terms of either being part of an existing group or improving the countryside or landscape setting; and**
  - iii. Not replace any building of architectural, historic or visual merit.**

**All proposals should be of an appropriate scale and design and be at least as sympathetic in its setting as the existing building.**

- 5.77** The aim of this Policy is to ensure that conversions, extensions and replacement of buildings in the countryside conserve the character and quality of Cardiff's countryside and natural heritage value, without being unduly restrictive.

- 5.78** The Policy contributes towards Plan objectives which supports the re-use and adaption of existing rural buildings to help meet the needs of commercial and industrial development, as well as for tourism, sport and recreation. Reference should also be made to KP3A with regard to the consideration of proposals in the Green Wedge area.
- 5.79** The scale and design of some individual buildings is already having a detrimental effect on the character and quality of Cardiff's countryside. Although small-scale extensions, conversions and replacement buildings may be acceptable, all development in the countryside will be strictly controlled to prevent unacceptable harm. Where permissions are granted, permitted development rights may also be removed.
- 5.80** With regard to conversions, it is recognised that many buildings have and continue to fall into disrepair meaning that they become unfit for the original purpose they were intended for. Whilst the re-use and adaptation of such buildings may prevent existing building stock from going to waste, a balance is required to protect the character and quality of the countryside. However, proposals for the conversion of rural buildings will only be permitted where they conform to the criteria set out above and the other relevant policies of the Plan. In addition to this, any access, hard-standing, boundary treatment, landscaping or other external features associated with the proposals should not result in the loss of fields or have a detrimental impact on the character of the surrounding area.
- 5.81** In the case of proposed residential conversions, the applicant should demonstrate that they have made every effort to secure suitable business re-use and that the application is supported by a statement of the efforts they have made. The creation of new gardens and garden extensions will not normally be considered appropriate due to their individual and cumulative detrimental impact on the quality and character of the countryside and landscape.
- 5.82** Extensions to existing buildings will also be strictly controlled to limit their individual and cumulative impact. Proposals for extensions should ensure that the existing building remains the dominant form. In the case of buildings that have had previous extensions, the proposals should have regard to the scale and character of the original part of the building. The tendency to seek successive extensions to individual buildings will be resisted.
- 5.83** The demolition and replacement of buildings will generally only be permitted on the footprint of an existing building or relocated elsewhere on the site where their scale and design, including residential curtilage, does not result in any greater impact on the quality and character of the area. The replacement of non-residential buildings with dwellings will be resisted. In general, the re-use or adaptation of existing buildings will normally be favoured in preference to new development.

## The Natural Environment

### EN3: LANDSCAPE PROTECTION

**Development will not be permitted that would cause unacceptable harm to the character and quality of the landscape and setting of the city.**

**Particular priority will be given to protecting, managing and enhancing the character and quality of the following Special Landscape Areas:**

- i. **St Fagans Lowlands and the Ely Valley;**
- ii. **Garth Hill and Pentyrch Ridges;**
- iii. **Fforest Fawr and Caerphilly Ridge;**
- iv. **Wentloog Levels; and**
- v. **Flat Holm.**

**A landscape assessment and landscaping scheme will be required for significant development proposals.**

- 5.84** The aim of this Policy is to ensure that those features of the landscape that contribute to its character, value, distinctiveness, sense of place, and quality, with particular priority given to SLAs (as identified on the Proposals Map) are protected from inappropriate development. It seeks to manage and enhance this rich asset in order to maintain Cardiff's unique distinctiveness whilst helping to mitigate against climate change.
- 5.85** This Policy applies to the whole county, acknowledging that the urban area also contains features of landscape importance. When dealing with planning applications that affect Cardiff's landscape, unacceptable harm will be assessed in relation to:
- The impact of the proposed development on key features of the landscape in terms of physical character, vegetation and habitats, land use and settlement patterns, visual character, historical character and cultural associations;
  - The need for the proposed development in relation to its impact;
  - The availability of alternative locations; and
  - The ability to provide appropriate mitigation measures.
- 5.86** Wherever possible, development will be expected to maintain and strengthen positive attributes of the landscape and seek to mitigate or remove, rather than compound negative influences. Reference should also be made to KP3A with regard to the consideration of proposals in the Green Wedge area.

- 5.87** The scale, location and design of development proposals should respect their landscape context. Where large scale development is proposed, or where development may impact significantly on the landscape character or key features of an area, a landscape assessment should be submitted with the planning application and, where appropriate, a landscaping scheme.
- 5.88** Where landscape assessments or landscaping schemes are required they should set out the impact of the development on key features, landscape character and qualities and should explain how the design solution proposed addresses both its positive and negative attributes and associated landscape and visual impacts effects, including cumulative effects where appropriate. Assessments and schemes should include the landscape baseline information from all five LANDMAP layers (Further information can be found at <https://naturalresources.wales/planning-and-development/landmap/?lang=en>) and should focus on the relevant aspect areas, their descriptions, and evaluations. Design solutions should clearly demonstrate how the strategic landscape assessment and site appraisal have informed the detailed design and location of the development and planting proposals. Schemes should generally be implemented prior to all or part of the site coming into beneficial use. The management of landscape features of importance will also be encouraged.
- 5.89** TACP Consultants were appointed by the Council in September 2007 to undertake a review of the existing proposed Special Landscape Areas (SLAs) and Landscape Character Areas (LCAs) previously defined as Combined Aspect Areas, based on the original Landscape Study of Cardiff undertaken by Atlantic Consultants, using the LANDMAP methodology developed by the Countryside Council for Wales. In addition, the St Fagans Lowlands and Ely Valley proposed boundary took into account the detailed work undertaken by Wardell Armstrong in 2006.
- 5.90** The 2008 reviews used the updated LANDMAP information methodology system established in 2003 and as recognised in PPW. A key output from this exercise has been the preparation of supplementary advice on SLAs including evidence satisfying the selection and extent of candidate SLA areas with a description of key landscape characteristics and consideration of five discrete aspect topic layers: geological landscapes, landscape habitats, visual and sensory landscapes, historic landscapes and cultural landscapes based upon an all-Wales set of criteria.
- 5.91** SLAs are designated to protect areas that are considered to be important to the overall landscape of the County due to their visual and sensory, geological, cultural, historical and habitat landscapes. They are intrinsic to the overall character of the area and provide a living history of the evolution of the area's landscape as well as a cultural backdrop and visual setting.

- 5.92** Development proposals within SLAs will be assessed against the same criteria as those set out above. However, greater weight will be given to landscape consideration within SLAs and to the special character and quality of the particular area. Development proposals will also be required to address any relevant key issues identified in the Review of Special Landscape Areas and Landscape Character Areas. In addition landscape assessments and schemes are more likely to be required to accompany applications for development in these areas.
- 5.93** Although, SLA designations will not unduly restrict acceptable development in the countryside, there will be a presumption against urban expansion or other development within SLAs that would cause unacceptable harm to the character and quality.
- 5.94** Quarries, for example, have been included within proposed designations because they reflect the underlying geology as well as the history of mining within the area and form a distinctive element of the areas, but settlements lying within SLAs have been excluded from the proposed designations. Development proposals within these settlements, or within close proximity to an SLA including allocations will need to have regard to their potential impact on the character and quality of the SLA.

## EN4: RIVER CORRIDORS

**The Natural Heritage, character and other key features of Cardiff's river corridors will be protected, promoted and enhanced, together with facilitating sustainable access and recreation.**

- 5.95** The Policy provides a planning framework within which the Council can protect, promote and enhance the river corridors.
- 5.96** It will be used as a mechanism to implement the Council's aims with regards to the river corridors. The Policy helps to deliver Plan objectives relating to social needs and natural environment together with according with PPW (Para 5.1, 5.4 and 5.5) which values the importance of the natural heritage of Wales including non-statutorily designated sites and seeks to conserve and enhance this heritage in ways which bring benefits to the local community.
- 5.97** Cardiff contains the four river corridors of the Taff, Ely, Rhymney and Nant Fawr. They make a unique contribution to the character and form of the city providing continuous green corridors between the Severn Estuary and the countryside beyond the urban edge. The watercourses and adjoining open spaces possess high recreational, biodiversity, historic, cultural and landscape value. Additionally, they are located close to local communities and offer excellent opportunities for off-road access routes that can provide part of the wider strategic recreational routes and everyday network of routes.

- 5.98** This Policy aims to protect and enhance the features of Cardiff's river corridors, whilst also facilitating sustainable access and recreation opportunities.
- 5.99** The extent of Cardiff's river corridors within the urban area are illustrated on the Proposals Map. They include the rivers together with adjoining open space and other predominantly open land that together form the strategically important corridor of mixed open spaces that run through the heart of the urban area. The Policy also applies to the river corridors outside the urban area (as defined by the settlement boundaries). Such land is protected from inappropriate development through other Policies. However, this Policy will also apply and aims to ensure the strategic role played by the river corridors is continued from the urban area, through the surrounding countryside up to the County boundary. In this respect it is considered inappropriate to designate an arbitrary boundary to a notional river corridor running through farmland. Any proposals will be assessed to ensure the aims of this Policy are met and not prejudiced.
- 5.100** This Policy provides a planning framework within which the Council can protect, promote and enhance the river corridors. It will be used as a mechanism to implement the council's aims with regards to the river corridors and will be used in conjunction with the River Valleys Initiative that was established in 2004/ 05 in order to develop a more joined up approach to the planning and management of Cardiff's river valleys. The River Valleys Initiative brings together a wide range of organisations who have roles to undertake within the river valleys. One of the key outcomes of this process to date is an agreement to develop Action Plans for each of the three main river valleys. Action Plans have been prepared and are implemented, monitored and reviewed in partnership with a wide range of organisations, overseen by a steering group. There are River Corridor Action Plans for the Ely Valley, Taff Corridor and Rhymney Valley and Nant Fawr Corridor. Projects that implement the objectives set out in the Action Plans, and Cardiff's Countryside Strategy are undertaken by a variety of organisations, individually and in partnership using funding from a range of sources, including the partnership programme with the Natural Resources Wales, other Cardiff Council funding and planning obligations.
- 5.101** Proposals for development within the river corridors will be assessed against other relevant policies in the Plan. New development within, or adjacent to the river corridors may be required to contribute to projects which help to achieve the objectives set out in the River Corridor Action Plans. Where appropriate, planning obligations may be required in accordance with Policies relating to the provision of new infrastructure.
- 5.102** Progress on achieving this Policy will be monitored through the existing River Valley Action Plans process which can in turn inform the wider LDP monitoring.

## EN5: DESIGNATED SITES

**Development will not be permitted that would cause unacceptable harm to sites of international or national nature conservation importance.**

**Development proposals that would affect locally designated sites of nature conservation and geological importance should maintain or enhance the nature conservation and/or geological importance of the designation. Where this is not the case and the need for the development outweighs the conservation importance of the site, it should be demonstrated that there is no satisfactory alternative location for the development which avoids nature conservation impacts, and compensation measures designed to ensure that there is no reduction in the overall nature conservation value of the area or feature.**

- 5.103** The purpose of Policy is to ensure that the Council fulfils its obligations in respect of protecting sites of nature conservation importance from harmful development.
- 5.104** Where development is proposed which may have an effect on a site of international or national importance for nature conservation, sufficient information will be required of all applicants to enable a full assessment of the proposal to be carried out. The need for such assessments will not be limited to development located within the designated areas as, depending on the nature of the development and of the nature conservation interest, significant effects may occur even if the development is some distance away.
- 5.105** Assessment of unacceptable harm will be in accordance with the criteria set out in the legislation which establishes the sites of international or national importance for nature conservation, and which are expanded upon in Chapter 5 of Planning Policy Wales (2012) and Sections 5.3, 5.4 and Annex 3 of Technical Advice Note (Wales) 5: Nature Conservation and Planning (2009).
- 5.106** In the case of developments required to be assessed under the Conservation of Habitats & Species Regulations 2010 (as amended), where an initial determination of likely significance has indicated that the proposal may be likely to have a significant effect, or the decision as to whether or not the development would have a significant effect on the designated site is inconclusive, an appropriate assessment under Regulation 61(1) will be required and further information may be required from the applicant or other parties.
- 5.107** Where development proposals may be likely to result in disturbance or harm to a European or UK protected species or its habitat, additional information will be requested of applicants

- 5.108** If planning permission is granted it may be the subject of appropriate conditions, or management agreements or planning obligations will be sought to secure appropriate protection, monitoring, mitigation or compensation and favourable management.
- 5.109** The network of SSSIs/SACs/SPAs and Ramsar Sites alone is not sufficient to maintain the biodiversity of Cardiff. It is therefore important to identify other locally designated wildlife sites such as Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs). Cardiff currently has 177 SINCs and 6 LNRs.
- 5.110** Geological and geomorphological sites of importance that do not merit notification as a SSSI may also be designated as a SINC or Regionally Important Geological Site (RIGS). Such sites define the most important places for geology and geomorphology outside those that are statutorily protected. Geological sites within Cardiff will be designated during the Plan period. The aim of this Policy is to protect the LNRs, SINCs and RIGS referred to above.
- 5.111** The Policy will contribute to the protection and enhancement of Biodiversity interests in accordance with Policy EN6 and will work towards delivering the Plan's objective of protecting and enhancing features of Cardiff's natural environment and heritage.
- 5.112** Chapter 5 of PPW and TAN 5 provide guidance on planning policies to protect biodiversity interests. In accordance with this guidance, the Council will carefully assess proposals for development affecting non-statutory and locally designated sites by evaluating whether:
- the need for the proposed development is considered to outweigh the importance of the particular nature conservation interest and any harm likely to be caused to it;
  - the proposed development can be more satisfactorily accommodated elsewhere;
  - and appropriate mitigation or compensation measures are proposed.
- 5.113** Where development is proposed which may have an effect on a non-statutory or locally designated site, sufficient information will be required from all applicants to enable a full assessment of the proposals to be carried out. The need for such assessments will not be limited to development located within the designated areas as, depending on the nature of the development and the nature conservation interest, significant effects may occur even if the proposed development is located some distance from the conservation interest. The required assessments, including ecological surveys, will need to be undertaken at the appropriate time of the year. Further guidance will be available in the Biodiversity SPG.

- 5.114** Where planning permission is granted, it may be the subject of appropriate conditions or management agreements to ensure suitable protection, monitoring, mitigation or compensation and favourable management. Where compensatory provision is required, it should be of the same standard and size to that lost as a result of the development. In such cases, details of the type and level of provision will be provided, and agreed by the case officer, prior to determination of the planning application. This may also be required for outline planning applications where appropriate. Where necessary, planning obligations may be sought in accordance with Policy KP7.
- 5.115** SINC's will be measured in accordance with the annual review of SINC's and additionally reported on in the LDP Annual Monitoring Report.
- 5.116** The Designated Sites identified in this Policy are defined on the Constraints Map and listed in Appendix 7. (It should be noted that although this information is accurate at the time of adoption, potential changes to designated areas are possible over the plan period. The Council will keep an up to date record of the boundaries of all designated sites which can be accessed via the Council website.

## **EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY**

**Development will only be permitted if it does not cause unacceptable harm to:**

- i. Landscape features of importance for wild flora and fauna, including wildlife corridors and 'stepping stones' which enable the dispersal and functioning of protected and priority species;**
- ii. Networks of importance for landscape or nature conservation.**

**Particular priority will be given to the protection, enlargement, connectivity and management of the overall nature of semi natural habitats. Where this is not the case and the need for the development outweighs the nature conservation importance of the site, it should be demonstrated that there is no satisfactory alternative location for the development and compensatory provision will be made of comparable ecological value to that lost as a result of the development.**

- 5.117** This Policy aims to protect Cardiff's ecological networks and landscape features that are important for biodiversity. It accords with Policy KP16 by protecting and enhancing Cardiff's natural heritage, including its biodiversity. The Policy also contributes to the aims and objectives of the Plan by ensuring that Cardiff's biodiversity and abundance of wildlife habitats and native species are protected and enhanced.

- 5.118** Wild species, whether legally protected or not, are often widely dispersed in the landscape, with significant populations being isolated from each other. In such cases, landscape features may provide wildlife corridors for some species, as well as links or 'stepping-stones' between habitats. Whilst it is crucial to maintain and enhance a network of sites to safeguard current levels of biodiversity, this cannot be achieved without also safeguarding and managing the intervening habitats and areas.
- 5.119** The protection, management and enhancement of ecological networks are identified as being particularly important in Article 10 of the EU Habitats Directive. Regulation 39(3) of The Conservation of Habitats and Species Regulations 2010 (as amended) requires planning authorities to encourage the positive management of landscape features which make up this network and are of importance for wild flora and fauna. This is also reinforced in PPW in that it advises LDP's to safeguard and manage landscape features of major importance for nature conservation.
- 5.120** For the purposes of this Policy, features of the landscape which are of importance for wild flora and fauna are those, by virtue of their linear and continuous structure (such as rivers with their banks or the traditional systems of marking field boundaries) or their function as stepping stones (such as ponds or small woods), that are essential for the migration, dispersal and genetic exchange of wild species.
- 5.121** Where development is proposed which may cause unacceptable harm to such networks or features, information will be required of all applicants to enable a full assessment of the proposal to be carried out. Such assessments, including ecological surveys will need to be undertaken at the appropriate time of year. Further guidance will be available in the Biodiversity SPG.
- 5.122** If there are overriding material planning considerations in favour of development, then the Council will seek to secure reasonable measures from developers to minimise or offset any impacts or loss of habitat features or species present on a site. Such measures will be agreed prior to the commencement of development and will be secured through appropriate planning conditions and/or planning obligations. Planning Obligations will be secured in accordance with Policy KP7.

## EN7: PRIORITY HABITATS AND SPECIES

**Development proposals that would have a significant adverse effect on the continued viability of habitats and species which are legally protected or which are identified as priorities in the UK or Local Biodiversity Action Plan will only be permitted where:**

- i. **The need for development outweighs the nature conservation importance of the site;**
- ii. **The developer demonstrates that there is no satisfactory alternative location for the development which avoids nature conservation impacts; and**
- iii. **Effective mitigation measures are provided by the developer.**

**Where harm is unavoidable it should be minimised by effective mitigation to ensure that there is no reduction in the overall nature conservation value of the area. Where this is not possible compensation measures designed to conserve, enhance, manage and, where appropriate, restore natural habitats and species should be provided.**

**5.123** This Policy is in accordance with the aims and objectives of the Plan by protecting and enhancing the features of Cardiff's natural heritage, including its biodiversity and abundance of wildlife habitats and native species. More specifically, it will help protect the current Priority Habitats and Species as defined in the Local Biodiversity Action Plan 2008. The Policy also helps to deliver Policy KP16.

**5.124** The presence of a species protected under European or UK legislation is a material consideration in considering development proposals which would be likely to result in disturbance or harm to the species or its habitat. Appropriate surveys to confirm if a protected species is present and an assessment of the likely impact of the development on a protected species may therefore be required from applicants. Thereafter the development proposals will be assessed in accordance with criteria set out in sections 5.5.11 and 5.5.12 of Planning Policy Wales 2012 and Chapter 6 of Technical Advice Note (Wales) 5: Nature Conservation and Planning (2009).

**5.125** Development proposals that have the potential to cause a significant adverse effect on priority habitats and species will need to be accompanied by an ecological survey and an assessment of the likely impact of the development on the protected species. The need for such assessments will be undertaken at the appropriate time of year. Further guidance will be available in the Biodiversity SPG.

- 5.126** In considering any significant adverse effect on the Priority Habitat or Species, the Council will look at:
- The current distribution and status of the priority habitat or species within Cardiff as informed by the Cardiff Biological Database as well as other sources of data that may be relevant, accurate and practical to use for such purposes in the future;
  - Whether the development proposals are likely to have a significant effect on the priority habitats/ species; and
  - Whether effective mitigation measures have been provided.
- 5.127** Where planning permission is granted, the Council may attach conditions or enter into agreements that would overcome the potentially damaging effects of development on the habitats or species of conservation importance. The Council will encourage the applicant to identify and include measures that contribute to the restoration or expansion of important habitats, and these will be set out in the landscaping and planting conditions that accompany the planning permission. Any planning obligations required will be in accordance with Policy KP7.
- 5.128** Where there is a significant adverse effect on a significant population of the Priority Habitat or Species and where planning conditions and/ or planning obligations cannot adequately protect the interest, it may be necessary to refuse development proposals.
- 5.129** Priority Habitats and Species are monitored as part of the 3 yearly review of the UK and Local Biodiversity Action Plans.

## EN8: TREES, WOODLANDS AND HEDGEROWS

**Development will not be permitted that would cause unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage value, or that contribute significantly to mitigating the effects of climate change.**

- 5.130** The purpose of the Policy is to protect trees, woodlands and hedgerows with natural heritage or amenity value.
- 5.131** It responds to Plan objectives relating to the natural environment and climate change and accords with PPW which emphasises the protection and preservation of trees and woodlands against inappropriate development.
- 5.132** Trees, woodlands and hedgerows offer multiple benefits, including visual amenity, defining a sense of place, providing places for relaxation and recreation, habitats for wildlife, improved health and wellbeing and mitigating the effects of climate change. To maintain these benefits, the protection and enhancement of a

sustainable urban forest is critical. A sustainable urban forest adapted to meet the challenges of climate change and exotic pest and disease outbreaks will contain a diverse age range and species mix of trees, though large, long-lived trees will be favoured for protection and planting due to the increased benefits they offer in mitigating the effects of climate change.

- 5.133** In order to determine unacceptable harm to trees, woodland and hedgerows within or bounding a site, applicants must assess them in accordance with the current British Standard 5837. The assessment must inform design, and in considering hedgerows, regard will be given to their landscape, historical and ecological value, as well as their function as boundaries. Further guidance and advice will be contained in SPG relating to Trees and development.
- 5.134** The value of trees, woodlands and hedgerows in sequestering carbon and mitigating the effects of climate change will be ascertained partly by the British Standard 5837 assessment, and partly by how effectively they are integrated into a sustainable urban forest as defined in paragraph 5.132.
- 5.135** To prevent damage to trees, woodlands and hedgerows during development, schemes of protection will normally be required, in accordance with the current British Standard 5837.
- 5.136** Trees are the largest and longest living organisms in Cardiff. When considering developments that may affect them, regard will be given to potential short and long-term impacts. Where trees are lost, new planting will be sought that is provided with sufficient usable soil volume, aeration and irrigation to ensure healthy long-term growth. Although younger trees are more easily replaced, the Council will seek to ensure that sufficient young trees survive to maturity, having regard to the number of developments that may occur during their natural lifespan. Proposals that create spaces for larger tree species to grow to maturity will be favoured over proposals for scattered smaller trees.
- 5.137** Ancient woodlands are irreplaceable habitats of high biodiversity value which will be protected from development that would result in significant damage. Veteran trees and ancient hedgerows cannot be recreated and developments will be expected to retain them. Where appropriate, Tree Preservation Orders will be served to protect important amenity trees from removal or harm. The amenity value of trees will be assessed in accordance with government guidance and nationally recognised systems of amenity evaluation.

## The Historic Environment

### EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT

**Development relating to any of the heritage assets listed below (or their settings) will only be permitted where it can be demonstrated that it preserves or enhances that asset's architectural quality, historic and cultural significance, character, integrity and/or setting.**

- i. **Scheduled Ancient Monuments;**
- ii. **Listed Buildings and their curtilage structures;**
- iii. **Conservation Areas;**
- iv. **Archaeologically Sensitive Areas;**
- v. **Registered Historic Landscapes, Parks and Gardens; or**
- vi. **Locally Listed Buildings of Merit and other historic features of interest that positively contribute to the distinctiveness of the city.**

**5.138** This Policy aims to set out the criteria against which proposals affecting Cardiff's heritage assets will be assessed. The Heritage assets identified in this Policy are defined on the Constraints Map and in Appendix 6 with the exception of Statutory Listed Buildings and Locally Listed Buildings of Merit which can be viewed on the Council website.

**5.139** It should be noted that although this information is accurate at the time of adoption, potential changes to designated areas are possible over the plan period. The Council will keep an up to date record of the boundaries of all designated sites which can be accessed via the Council website.

**5.140** Occasionally built heritage will be a constraint, the need for preservation outweighing the benefit of development. More often, a heritage asset will be an opportunity for retaining local identity through the repair and reuse of historic assets and strengthening this through respect for local characteristics of design, for the interpretation of hidden heritage assets, or for the enhancement of the characteristic natural environment. All new developments within historic areas should be designed in such a way as to preserve or enhance their special character.

#### Scheduled Ancient Monuments

**5.141** PPW, Chapter 3 Conserving the Historic Environment and Welsh Office Circular 60/96: Planning and the Historic Environment: Archaeology (scheduled to be replaced by a Technical Advice Note within the plan period) set out clear statements of national development management policy for archaeological remains and should be referred to accordingly.

## Listed Buildings

- 5.142** Once a building is listed (or is subject to a Building Preservation Notice) no work to the interior or exterior of the building, or to structures within its curtilage, that would affect the special architectural or historic interest of the building can be undertaken without Listed Building Consent. This can include work that would not require planning permission under the provisions of the Planning Acts.
- 5.143** Listed building control is subject to the provisions of the Planning (Listed Buildings & Conservation Areas) Act 1990. Advice is set out in Circular 61/96 (scheduled to be replaced by a Technical Advice Note within the plan period). There is no statutory requirement to have regard to the provisions of the development plan when considering an application for listed building consent. It is strongly recommended, however, that owners or developers seek early advice from the Council prior to undertaking any works or making an application for listed building consent.
- 5.144** Where Policy EN9 is particularly relevant is in the case of development that affects the setting of a listed building or in the consideration of an associated planning application for a change of use.
- 5.145** Listed building consent is not required if the development is beyond the curtilage of the listed building and only affects its setting. However, considerable damage can be done to the architectural or historic interest of the listed building if the development is insensitive in design, scale or positioning. The setting of a listed building is often an essential feature of its character. The setting may be limited to the immediate surroundings, but it can extend for a considerable distance. A proposed development might affect the gardens or parkland of a major house, the rural characteristics of a farmstead or the street setting of an urban building that forms an important visual element of that street. Policy EN9 requires that development proposals take full account of the setting of any listed building in the vicinity and that developers demonstrate that the setting will not be harmed.
- 5.146** In terms of associated planning applications for changes of use of a listed building, the Council will expect applicants to demonstrate how their proposals have been arrived at in the context of the PPW aim to identify the optimum viable use that is compatible with the character and setting of the listed building.

## Conservation Areas

- 5.147** The adopted series of Conservation Area Appraisal (CAA) documents seek to provide a sound basis for managing development proposals and for progressing initiatives to preserve and enhance each conservation area, in line with advice

in PPW and Circular 61/96. The documents were adopted following extensive local consultation and provide a clear and agreed definition of those elements which contribute to the special character and historic interest of the area.

- 5.148** The findings of the CAAs need to be fully taken into account when considering development proposals. The design and access statement accompanying any application for planning permission should, where relevant, clearly set out how the development preserves or enhances the conservation area. In the assessment of planning applications, the Council will wherever feasible seek to enhance the special character of each area as defined and promoted by each adopted CAA.
- 5.149** It is recommended that owners or developers seek early advice from the Council prior to making an application for demolition or development within a conservation area.
- 5.150** The Council will continue to review its conservation area designations, boundaries and CAAs as required and against recognised national criteria in PPW and Circular 61/96, in addition to those characteristics identified within the approved Conservation Area Strategy (Sept 1997) to determine whether an area is of special interest.

### **Archaeologically Sensitive Areas**

- 5.151** Four archaeologically sensitive areas have been identified in Cardiff. The purpose of this non-statutory designation is to assist those who are planning development in areas where there is a known archaeological resource or where it is likely that remains may be sensitive to development pressures. SPG on Archaeologically Sensitive Areas will provide further guidance and information.

### **Registered Historic Landscapes Parks and Gardens**

- 5.152** The landscapes, parks and gardens on the register have no statutory protection, but they must be taken into account when development proposals are made that either affect them directly or that affect their setting.

### **Locally Listed Buildings of Merit and other historic features of interest**

- 5.153** Many buildings, structures and archaeological remains that do not meet the very special criteria to merit scheduling or inclusion on the statutory list are nevertheless of value to the identity of the city for their contribution to local built character and/or social and historical associations.
- 5.154** Heritage and culture is an important social aspect and contributes to creating places where people want to live and work. Historic assets can create focal points and are useful in identifying the vernacular characteristics of an area that create distinctive places. Restoration and re-use is also a basic principle of developing

sustainably. Standing buildings represent an investment of material and embodied energy that should not be ignored. Their removal, disposal and subsequent site works require further energy and creates waste.

**5.155** These assets may be noted within the Council's list of buildings of local merit, embodied in the unscheduled archaeological record maintained by the Glamorgan Gwent Archaeological Trust or may yet to be registered or listed but still worthy of retention for their contribution to local character or identity.

**5.156** While inclusion on the local list does not currently afford any additional statutory protection to the buildings, it is the intention of Policy EN9 to ensure that full consideration is given to the conservation and continued use of such buildings, as part of the protection and enhancement of the special identity of Cardiff.

## Natural Resources

### EN10: WATER SENSITIVE DESIGN

**Development should apply water sensitive urban design solutions (the process of integrating water cycle management with the built environment through planning and urban design). To include the management of:**

- i. **Water demand and supply;**
- ii. **Waste water and pollution;**
- iii. **Rainfall and runoff;**
- iv. **Watercourses and water resource;**
- v. **Flooding; and**
- vi. **Water pathways.**

**5.157** Increasing pressures on urban drainage systems and challenges of water management highlight the need to redress the balance of the water cycle. Recent climate change studies have identified that Wales can expect more extreme weather events including an increase in the frequency of intense rainfall. Natural Resources Wales and Welsh Water support these findings.

**5.158** There is a need for an approach where the whole urban water cycle is incorporated into a holistic system. Water sensitive design focuses on managing water locally and reducing demands on the strategic network.

**5.159** Such examples of integrated water cycle management include Sustainable Urban Drainage Systems (SUDS); water recycling; and the holistic integration of surface water systems designed into the development layout, as well as into networks of green spaces applicable at a range of spatial scales, such as gardens, green roofs, streets, car parks and river corridors.

**5.160** There is a need for all those involved in the water industry and built environment to work together to create a sustainable strategy for expanding the water ecosystem whilst providing opportunities for wildlife, adaptable landscapes, health and exercise. Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will counteract increases in water demand arising from the implementation of other policies in the Plan, thereby avoiding likely significant effect upon the River Usk and River Wye SACs.

**5.161** The benefits of a water sensitive urban design initiative are; reduction of flood risk; security of water supply; better watercourse health, more affordable water bills; improved health and well-being, celebration of environment, local character and community; delivery of green infrastructure and efficiencies; creation of attractive places and improved ecosystem health.

## EN11: PROTECTION OF WATER RESOURCES

**Development will not be permitted that would cause unacceptable harm to the quality or quantity of underground, surface or coastal waters.**

**5.162** This Policy expands on Policy KP18 and its purpose is to maintain and enhance the quality and quantity of water resources, including rivers, lakes, ponds and other water bodies, which are important for a wide range of uses and users. Poor and deteriorating water quality and compromised water quantity can affect the supply of water resources for industrial and domestic consumption, fisheries, amenity, recreation and nature conservation.

**5.163** The EU Water Framework Directive (2000/60/EC) establishes a strategic approach to water management and a common means of protecting and setting environmental objectives for all ground waters and surface waters. It aims to protect and restore clean water and ensure its long-term sustainable use. PPW emphasises that planning controls should be used to prevent the location of incompatible land uses and development close to potential sources of pollution.

**5.164** Development will only be allowed where provision is made for the necessary infrastructure to protect water quality and quantity. Planning permission may be granted subject to conditions to secure the necessary measures, or developers may be required to enter into planning obligations. Applications that cannot provide adequate protection of watercourses, ground and surface water will be refused. New development that:

- Poses an unacceptable risk to ground water or water courses;
- Poses an unacceptable risk of ground water pollution, depletion or obstruction; and
- Incorporates inappropriate measures to prevent pollution

will be refused planning permission, unless appropriate measures to prevent pollution can be incorporated into the development proposal.

- 5.165** Future development will be limited to areas where adequate water resources exist or they can be reasonably provided without adversely affecting existing abstractions, river flows, water quality, agriculture, fisheries, amenity or nature conservation and where provision coincides with the timing of development. Existing groundwater and river levels must be maintained, and water pollution must be avoided.
- 5.166** Natural Resources Wales is responsible for protecting and improving the water environment. The Council will consult NRW and Caldicot and Wentlooge Levels Internal Drainage Board, where necessary, on any proposal that is likely to affect the supply of water, the quality of water, or is likely to be affected by, or cause flooding. Levels of impact and risk will be assessed through consultation with these bodies.
- 5.167** Planning permission will not be granted for development that, in the opinion of the Council, following consultation with NRW and the Caldicot and Wentlooge Levels Internal Drainage Board, would adversely affect the quality, quantity or supply of surface water or groundwater as a result of:
- The nature of the surface or waste water discharge; or
  - Unsatisfactory agreements for the disposal of foul sewerage, trade effluent or surface water; or
  - The spillage or leakage of stored oil or chemicals.
- 5.168** Planning permission will not be granted for developments involving local abstraction of surface or ground water which, in the opinion of the Council, following consultation with Natural Resources Wales and the Caldicot and Wentlooge Levels Internal Drainage Board, would:
- Increase requirements for water, unless an adequate water supply already exists or would be provided in time to serve the development; or
  - Pose an unacceptable risk to the current supply of water uses.
- 5.169** Developments that improve the quality of the water environment or help to prevent water pollution or flooding will be favoured. Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will counteract increases in water demand arising from implementation of other policies in the Plan, thereby avoiding likely significant effect upon the River Usk and River Wye SACs.

## Renewable Energy

### EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

**Development proposals are required to maximise the potential for renewable energy.**

**The Council will encourage developers of major and strategic sites to incorporate schemes which generate energy from renewable and low carbon technologies. This includes opportunities to minimise carbon emissions associated with the heating, cooling and power systems for new development. An independent energy assessment investigating the financial viability and technical feasibility of incorporating such schemes will be required to support applications.**

- 5.170** The UK government has committed to sourcing 15% of its energy from renewable sources by 2020. Modelling undertaken on behalf of the Department for Energy and Climate Change (DECC) (UK Renewable Energy Strategy (DECC, 2009) suggests that by 2020, this could mean that more than 30% of our electricity and 12% of our heat, may be generated from renewable sources. These targets are presented as the lead scenario, which relies on strong, co-ordinated effects from several sectors including local authorities.
- 5.171** PPW enables Local Planning Authorities to assess strategic sites to identify opportunities to require higher sustainable building standards (including zero carbon) where requirements are demonstrated to be evidence-based and viable. Particular reference is made to opportunities for minimising carbon emissions associated with the heating, cooling and power systems. This includes utilising new or existing low and zero carbon energy supply systems (such as district heating systems), encouraging the development of new opportunities to supply proposed and existing development, and maximising opportunities to co-locate potential heat customers and suppliers.
- 5.172** In preparing the LDP, Cardiff Council has undertaken a Renewable Energy Assessment (REA). The REA aims to identify the potential energy capacity of renewable and low carbon technologies in the local authority area and consider the contribution these can make towards Cardiff's future heat and electricity energy requirements. The REA was prepared in accordance with the Welsh Government Practice Guidance "Planning for Renewable and Low Carbon Energy – A Toolkit for Planners". Findings within the REA suggest that by 2020 the percentage of Cardiff's electricity and heat met by renewable energy sources is likely to be 24% and 6% respectively. Both of these figures are below the guide

targets in the UK Renewable Energy Strategy. The REA (and future updates) can assist in identifying which renewable energy technologies may be appropriate in particular locations.

- 5.173** The co-location of high density and mixed-use development can present significant opportunities for utilising renewable and low carbon technologies, including energy supply systems. Both major development sites and the identified strategic sites will form a large percentage of future development in Cardiff and are likely to play a significant role in Cardiff meeting its renewable energy potential identified in the REA. Major development sites are taken to be those of 100 dwellings and above, or, commercial developments of 1,000 square metres or more.
- 5.174** Developers are expected to submit an independent energy assessment investigating the financial viability and technical feasibility of incorporating such schemes. Statements should be submitted at the planning application stage to ensure that any viability assessment reflects technological developments and economic circumstances. Developers should refer to the Council's REA and Preliminary Heat Opportunities Plan in undertaking their energy assessments to identify possible opportunities for renewable and low carbon technologies. In implementing this Policy it is expected that developers follow the energy hierarchy as advocated by national policy (TAN 12). Further guidance in relation to energy assessments will be issued in the form of SPG. This will specify what is expected of developers to meet the requirement of Policy EN12.
- 5.175** PPW contains national policy relating to climate responsive development and specifies the current sustainable building standards in Wales. Section 12.10.1 contains national development management policy in relation to planning applications for renewable and low carbon energy development and associated infrastructure. Accordingly, developers should refer to this for further guidance. Implementation of this Policy, which promotes incorporation of renewable energy generation, will also reduce emission of aerial pollutants, thereby offsetting increases in aerial emissions arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

## Pollution

### EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION

**Development will not be permitted where it would cause or result in unacceptable harm to health, local amenity, the character and quality of the countryside, or interests of nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination.**

**5.176** The purposes of the Policy are to ensure that:

- Developments that would generate unacceptable levels of air, noise or light pollution are appropriately located and controlled;
- Incompatible land uses and development are not located close to potential sources of pollution; and
- Developments are suitable for the proposed end use and that any actual or potential land contamination can be overcome, thereby ensuring that there is no unacceptable harm to human health or the environment.

**5.177** PPW emphasises that whilst planning controls should be used to control the above matters, they should not be used to control matters that are the proper concern of pollution control regimes.

**5.178** Poor air quality can harm people's health, quality of life and amenity, as well as nature conservation and built heritage interests. Poor air quality is a problem in certain areas of Cardiff. Current air quality assessments have identified four areas of the County where statutory air quality standards are being exceeded. The Council has identified these as Air Quality Management Areas:

- Cardiff City Centre;
- Ely Bridge;
- Stephenson Court, Newport Road; and
- Cardiff Road, Llandaff.

**5.179** These areas suffer from high levels of pollution caused by road traffic. As part of its statutory monitoring of air quality within the city the Council will annually review air quality and may revoke or declare additional Air Quality Management Areas as appropriate. In determining planning applications, consideration will be given to a development's likely effect in terms of air pollution it may cause directly, but also in terms of any increase or decrease in traffic it may generate.

**5.180** Where a development is likely to affect air quality significantly (i.e. where air quality standards are, or are likely to be breached or a new residential development gives rise to the need for a new Air Quality Management Area to be declared by introducing residents to areas where air quality standards are already being breached) then an application may be approved subject to conditions mitigating its impact on air quality, or refused where appropriate.

**5.181** Noise can have a harmful impact on people's health and quality of life. Developments such as housing, schools and hospitals can be particularly sensitive to noise, as can areas of landscape, nature or built heritage importance. Where possible, new developments that are particularly noise-sensitive should be located

away from existing or proposed sources of significant noise. This assessment can be informed by information on noise complaints being collated by the Council as part of an on-going initiative to reduce noise nuisance.

- 5.182** Major transport routes (road, rail and air) and some industrial and commercial activities can generate particularly high noise levels. There is specific guidance within TAN 11 that specifies Noise Exposure Categories that assists with proposed residential development near transport related noise.
- 5.183** In addition to this, Welsh Government as part of its statutory duties under the Environmental Noise Directive has designated areas within Cardiff Noise Action Planning Priority Action Areas. The aim of the Directive is to define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise. The Directive defines environmental noise as unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic, and from sites of industrial activity.
- 5.184** Under the Regulations, the Welsh Ministers had an obligation to make strategic noise maps for:
- **agglomerations** (large urban areas with populations of more than 100,000);
  - **major roads** (those with more than three million vehicle passages per year); and
  - **major railways** (those with more than 30,000 train passages per year).
- 5.185** The noise maps have been published by the Welsh Government.
- 5.186** Mitigating noise issues after they have arisen can be a lot more expensive than avoiding them in the first place. It is therefore desirable to seek interventions that bring multiple benefits, such as reducing people's exposure to air pollutants, making buildings more energy-efficient, encouraging safer driving or improving the road surface for drivers and cyclists at the same time as decreasing noise levels.
- 5.187** A current list of Noise Action Planning Priority Areas is available on the Welsh Government website.
- 5.188** Special consideration is required where noise-generating development is proposed in or near special areas such as urban quiet areas, which are tranquil urban green spaces designated by the Welsh Government under the Environmental Noise Directive.
- 5.189** There are currently 6 quiet areas within Cardiff, namely:
- Heath Park;

- Park Cae Delyn;
- Roath Park;
- Roath Park Pleasure Garden;
- Roath Park Recreational Ground; and
- Thompson Park.

**5.190** There are a further 6 candidate quiet areas in Cardiff which the Welsh Government are currently consulting upon, these are:

- Bute Park;
- Fairwater Park;
- Insole Court;
- Llanishen Park;
- Splott Park; and
- Victoria Park.

**5.191** Quiet Areas have been designated as part of the implementation of the Environmental Noise Directive.

**5.192** Necessary new development that would give rise to high noise levels, including proposed transport schemes, should be located and designed so as to minimise their noise impact. Where noise-sensitive development needs to be located close to transport infrastructure for access reasons, it should be designed to reduce noise impact. Where necessary, developers will be required to provide an assessment of noise impact, together with proposals for mitigation.

**5.193** The provision of lighting can help prevent crime and the fear of crime, enhance safety and security, and facilitate some sport and recreational activities. However, it can also be intrusive, cause glare and have a harmful impact on natural and built heritage assets, the amenity of neighbouring land uses and traffic safety.

**5.194** Where new lighting constitutes development (e.g. floodlighting) it is principally controlled through the planning system. Planning permission can be refused if the design of proposed lighting systems is not considered satisfactory in order to prevent light pollution. Where necessary, planning permission will be conditioned to ensure that the design and operation of lighting systems are satisfactory and/or to prevent light pollution.

**5.195** As detailed in PPW, where significant contamination is likely to be present, the local planning authority will require evidence of a detailed investigation and risk assessment prior to the determination of the application to enable beneficial use of land. Where acceptable remedial measures can overcome such contamination, planning permission may be granted subject to conditions specifying the necessary measures. If contamination cannot be overcome satisfactorily, the authority may refuse planning permission.

**5.196** The onus will remain with the developer to ensure that the development of the site will not result in designation as a site with land contamination under Part 2A of the Environmental Protection Act 1990, thus ensuring the land is suitable for its proposed use.

## Flood Risk

### EN14: FLOOD RISK

#### Development will not be permitted:

- i. **Within tidal or fluvial flood plains unless it can be demonstrated that the site is justified in line with national guidance and an appropriate detailed technical assessment has been undertaken to ensure that the development is designed to alleviate the threat and consequences of flooding over its lifetime;**
- ii. **Where it would increase the risk of flooding from fluvial and/or tidal flooding or from additional run-off from the development in any location;**
- iii. **Where it would hinder future maintenance or improvement schemes of flood defences and watercourses;**
- iv. **Where it would cause adverse effects on the integrity of tidal or fluvial defences;**
- v. **Where ground floor bedrooms are proposed in areas at high risk of flooding.**

**Where appropriate the developer should demonstrate that they have considered the need to incorporate environmentally sympathetic flood risk mitigation measures such as Sustainable Urban Drainage Systems (SUDS).**

**5.197** The purpose of this Policy is to avert development from where it would be at risk from river, ordinary watercourse, coastal, surface water flooding or where it would increase the risk of flooding or additional run off from development elsewhere.

**5.198** The Policy will help deliver LDP objectives relating to flood risk and reflects advice set out in PPW and Technical Advice Note 15: Development and Flood Risk (July 2004).

**5.199** TAN15 states that the development advice maps are based on the best available information considered sufficient to determine when flood risk issues need to be taken into account in planning future development. Development advice zones C1 and C2 of the maps show high flood risk areas and are based on Natural Resources Wales extreme flood outlines for tidal and fluvial flooding. These areas are shown on the Constraints Map based on information from the latest development advice maps (2015).

- 5.200** The Council is required to consult Natural Resources Wales and Caldicot and Wentloog Levels Internal Drainage Board on planning applications that have any flooding implications. It must have good reasons if it does not intend to follow Natural Resource Wales advice as it forms a material consideration.
- 5.201** The Flood and Water Management Act (FWMA) that was introduced in 2010, places a duty on Cardiff Council to prepare a Local Flood Risk Management Strategy (LFRMS) that sets out how the Council will proactively seek to minimise flood risk and prepare our communities.
- 5.202** Cardiff Council is now a Lead Local Flood Authority (LLFA) as defined by the new Flood and Water Management Act 2010. The FWMA aims to provide better, more comprehensive management of flood risk for people, homes and businesses. This role includes ensuring that flood risk from all sources is suitably managed and aims to promote an integrated approach to planning and managing all forms of flood risk.
- 5.203** Cardiff Council in general are opposed to the culverting of watercourses because of the adverse ecological, flood risk and other effects that are likely to arise. Culverting can exacerbate the risk of flooding and increase the maintenance requirements for a watercourse. It also destroys wildlife habitats, damages a natural amenity and interrupts the continuity of the linear habitat of a watercourse. It is recognised there are various reasons why in some instances landowners, developers and local authorities believe that open watercourses should be culverted. However, Cardiff Council considers any benefits are usually outweighed by the potential problems in managing the system, the loss of habitats and difficulty in pollution detection.
- 5.204** New developments will only be permitted where the Council is satisfied that they will not result in adverse effects on the quality and/or quantity of surface waters or groundwater resources. Where detailed information in respect of flood risk is not available, developers will be required to carry out a Flood Consequence Assessment (FCA) to evaluate the extent of risk and ensure that no unacceptable development occurs within the flood risk area identified.
- 5.205** Managing flooding is an important part of contributing towards achieving sustainability. Developers, wherever necessary and appropriate, are required to incorporate environmentally sympathetic mitigation measures into their proposals. This would include such measures as Sustainable Urban Drainage Systems (SUDS). SUDS are seen as a means to control surface water which provide a valuable amenity asset and new habitats for wildlife.
- 5.206** In general, development will be resisted in identified flood plains or areas at unacceptable risk from flooding or where third parties may be adversely affected by an increased flood risk. Proposals involving bedrooms on ground or lower

floors in areas liable to flood will not be acceptable. Development will only be permitted if the risks and consequences can be demonstrated to be managed to an acceptable level in line with national planning policy, in particular the tests set out in TAN 15.

**5.207** Further guidance on the application of this Policy will be set out in SPG.

## 4. TRANSPORT

### T1: WALKING AND CYCLING

**To enable people to access employment, essential services and community facilities by walking and cycling the Council will support developments which incorporate:**

- i. **High quality, sustainable design which makes a positive contribution to the distinctiveness of communities and places;**
- ii. **Permeable and legible networks of safe, convenient and attractive walking and cycling routes;**
- iii. **Connections and extensions to the Cardiff Strategic Cycle Network and routes forming part of the Cardiff Walkable Neighbourhoods Plan;**
- iv. **Measures to minimise vehicle speed and give priority to pedestrians and cyclists;**
- v. **Safe, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services;**
- vi. **Infrastructure designed in accordance with standards of good practice including the Council's Cycling Design Guide;**
- vii. **Supporting facilities including, signing, secure cycle parking and, where necessary, shower and changing facilities; and**
- viii. **The provision of Car-Free Zones.**

**5.208** Research undertaken by Sustrans and Socialdata in 2011 revealed that a large proportion of car trips in Cardiff are relatively short: just over half are no further than 5 km and nearly a third are no further than 3km (under 2 miles). Many of these trips could be undertaken by foot or by bicycle.

**5.209** The purpose of this Policy is to exploit this potential by favouring developments which include design features and facilities that make it easy for people to walk and cycle for everyday journeys instead of travelling by car. Encouraging 'active travel' will help to minimise car use and support the Council in fulfilling its legal duty under the Active Travel (Wales) Act 2013 to develop, improve and maintain local walking and cycling networks.

**5.210** The Council has produced a plan for the development of the city's Strategic Cycle Network known as 'Enfys'. The plan defines a core network of numbered cycle routes connecting to different parts of Cardiff. The Council is building the Enfys cycle network through a rolling programme of infrastructure schemes. Developments brought forward through the LDP will provide the opportunity to extend and enhance the network through the provision of new links and incorporating sections of the network within development schemes.

- 5.211** The Council is also developing a Walkable Neighbourhoods Plan. This will set out a programme of area-based measures to improve the local walking environment and make it easier and safer for people to reach local services and facilities on foot. New developments will provide the opportunity to extend these improvements and provide walking connections which help to integrate new neighbourhoods with existing communities.
- 5.212** Car-Free Zones provide a particular opportunity which can help to successfully deliver this Policy. They could form part of wider development areas adding to the range and choice of available housing. Located in areas with good public transport and other sustainable transport options, together with good access to local facilities, such areas are likely to be attractive to many potential occupiers of all ages. In designing such Zones it will be important to ensure the needs of disabled people are taken into account.
- 5.213** The Policy will be implemented through the development process. In considering proposals, the Council will seek to ensure that developments give priority to walking and cycling within their design and layout. High quality design which makes a positive contribution to the distinctiveness of communities and places will be essential to make walking and cycling attractive and popular travel options.
- 5.214** The Policy will be a key consideration in the master planning of strategic sites and should be read in conjunction with the strategic site master planning general principles and those included within the schematic master planning frameworks for those sites. Provision of infrastructure will be secured through planning conditions, planning obligations and resourced through Community Infrastructure Levy and matching transport funding. Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

## T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS

### BUS CORRIDOR ENHANCEMENTS

- i. **City Centre Bus Routes;**
- ii. **Eastern Bus Corridor (A48, A4232 from the A48 to Junction 30 of the M4 Motorway, A48M Trunk Road, Southern Way and A4161 Newport Road);**
- iii. **Northern Bus Corridor (A470 North Road/ Manor Way and A469 Caerphilly Road/A470 Trunk Road to the County Boundary);**
- iv. **Western Bus Corridor (Cowbridge Road, A48, A4055 Cardiff Road; A4119 Llantrisant Road from the County Boundary to Cowbridge Road and A4232 Trunk Road from Culverhouse Cross to Junction 33 of the M4 Motorway) and**
- v. **Southern Bus Corridor (Lloyd George Avenue, Lloyd George Avenue to the County Boundary via A4232 and Cogan Spur and via the Cardiff Barrage).**

**Provision will be made to facilitate the functional integration of these corridors and associated services with the wider transport network including the bus network and local walking and cycling routes. The trunk road sections of the Bus Corridor Enhancements are the responsibility of the Welsh Government. Cardiff Council will work with the Welsh Government to identify appropriate measures on the trunk road sections of these routes.**

**Improvements to the city's wider bus network, including the provision of new infrastructure and the introduction of new routes and services will be supported where these are necessary to provide sustainable travel options and address the movement impacts of new development.**

### Rapid Transit Corridors

**5.215** Four Rapid Transit Corridors have been identified based on four broad geographical channels feeding in towards the city centre. The Rapid Transit Corridors can be defined as the collection of high frequency public transport services which will run along on-road and off-road infrastructure linking neighbourhoods to the city centre and wider public transport network offering shorter journey times than conventional bus services. The Bus Corridor Enhancements referenced in paragraph 5.218 are largely located within the Rapid Transit Corridors but are specifically highlighted as the key bus-based corridors with important cross-boundary linkages and will therefore be a focus for future enhancements. Each corridor will include improvements that give rapid transit and bus services increased priority over general traffic and improved accessibility to a wider range of destinations.

**5.216** This Policy provides for the development of four principal rapid transit corridors that will serve the main LDP strategic sites. The mode of rapid transit could take one of the following forms or another form of technology that provides for the same purpose:

- heavy rail;
- light rail;
- tram;
- tram/train running on segregated rails;
- tram/train combining running on segregated rails and on-street running;
- conventional buses operating a limited stop express service using carriageway space on the public highway used by general traffic;
- conventional buses using dedicated bus lanes and assisted by other bus priority measures in combination with use of other carriageway space on the public highway; or
- conventional buses or guided buses using busways completely segregated from the main highway along their entire length or for short sections in combination with use of the public highway/bus priority measures on the public highway.

**5.217** Some elements of the rapid transit corridors will be provided within the strategic sites. However, the alignment and mode of rapid transit and how they connect to and interchange with the public transport network is not yet known and cannot be defined precisely on a map. The need for the rapid transit corridors is included in the key policies on Strategic Sites. The mode of rapid transit that can be accommodated on each corridor will be determined through further technical assessment work including work undertaken as part of the detailed master planning of the strategic sites and in support of planning applications. This will help inform the precise mode, route alignments and land take requirements. Therefore, for these reasons the rapid transit routes are not shown on the Proposals Map.

### **Bus Corridor Enhancements**

**5.218** The Bus Corridor Enhancements listed in Policy T2 are defined as the strategic bus routes that connect Cardiff to the region. These corridors form a central element of the city's strategic public transport network. Around 80% of daily inbound commuter journeys to Cardiff from the region are by car. These movements create congestion on the city's strategic highway network which makes bus journeys longer and services less reliable. This Policy seeks to address these issues by making provision for improvements to maximise the efficiency and attractiveness of bus services through reducing journey times and improving journey time reliability. The corridors are shown on the Proposals Map.

**5.219** Sufficient carriageway space will be required to facilitate the expeditious passage of buses (including express services with limited stops), minimising journey times and maximising journey time reliability. Where necessary to meet these requirements, the Council will seek to remove pinch points and to remove and/or relocate on street parking. The Council will also use a range of tools and measures to change travel behaviour by helping to make sustainable travel an attractive choice, managing the network and influencing travel demand. Some of these measures include for example, providing high quality walking, cycling and public transport infrastructure, improvements associated with development, reallocating road space, route improvements serving key destinations and developments, interchange/transport hub facilities, bus stops, cycle stands, improvements in accessibility, parking controls and policies, parking pricing, parking enforcement, moving traffic offences, bus priority, bus gates, junction controls, traffic signal control, managing road speed limits, high quality signage and road markings, designing for active travel, shared cycling and walking routes, partnership working with transport providers (e.g. encouraging new, express and cross-city bus routes), travel information, promotional initiatives, personalised travel planning, road safety initiatives, collaborative working cross-boundary with other authorities and with key transport stakeholders, road safety and transport infrastructure maintenance.

### **Improvements to the Wider City Bus Network**

**5.220** Ensuring the bus is a more attractive and practical travel option is crucial to reducing car dependency, improving accessibility and effecting modal shift. Cardiff has an extensive local bus network serving most parts of the city. However, the bus is not an attractive travel option for many journeys in Cardiff. For example, most routes on the network are radial and converge on the city centre. This means that people have to travel into the city centre in order to access bus services to another part of the city. Consequently, the car is the preferred mode of travel for many relatively short journeys. To address this problem this Policy supports the expansion and improvement of Cardiff's local bus network, in conjunction with the development of Rapid Transit Corridors and Bus Corridor Enhancements. Technical work carried out by the Council indicates that re-configuring the network and introducing new orbital routes and points of interchange between routes and services would enable a much wider range of journeys within Cardiff to be undertaken by bus, thus reducing reliance upon the car.

**5.221** Routes forming part of rapid transit corridors, strategic bus corridors and the wider city bus network will be connected in many locations across the public transport network. This offers the opportunity for interchange between services. Facilitating interchange with high quality passenger facilities and travel information will form an important element of enhancements to the to the city bus network.

- 5.222** Central to the delivery of this Policy will be detailed master plans for the LDP strategic sites and the provisions they make for public transport infrastructure and its phasing. Site master plans will be expected to meet the requirements of this Policy and be consistent with general master planning principles for strategic sites - both key considerations in planning applications on strategic sites. Provision of infrastructure will be secured through planning conditions, planning obligations and resourced through Community Infrastructure Levy and matching transport funding.
- 5.223** Implementation of this Policy will require the Council to exercise its statutory powers to carry out improvements to highway infrastructure. Measures will include provision of dedicated bus lanes and bus priority at key junctions. In some areas this will require on-street parking arrangements to be reviewed and modified. The location and nature of improvements will be informed by modelling and technical assessment work relating to specific corridors and Cardiff's wider transport network, as well as the detailed assessment of travel impacts of individual development sites and planning applications. Infrastructure measures will generally be resourced through the Community Infrastructure Levy and matching transport funding. In most cases they will be implemented by the Council as the highway authority.
- 5.224** Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

### T3: TRANSPORT INTERCHANGES

**In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, the following developments will be supported:**

- i. **New rail stations which can be easily accessed by walking, cycling and local bus services, facilitate rail park and ride, where appropriate, and meet the access needs of all users;**
- ii. **Improvements to existing rail and bus interchanges, including measures to facilitate access by active travel modes and disabled people with particular access needs;**
- iii. **Measures to support interchange between local bus services, including facilities to accommodate bus layover and driver facilities;**
- iv. **Strategically located park and ride facilities, supported by attractive, frequent and reliable bus or rapid transit services;**
- v. **High quality passenger facilities including but not limited to seating, information, toilet facilities and cycle parking;**
- vi. **Facilities for park and share;**
- vii. **Facilities for coach parking, taxis and passenger drop off;**
- viii. **Facilities for overnight lorry parking and freight transfer; and**
- ix. **Facilities for interchange with water-based transport.**

**5.225** Providing for interchange between transport modes is essential to the efficient functioning of the transport network and making sustainable travel options more practical and attractive. This is particularly important in relation to the public transport network. This Policy provides support for all forms of transport interchange that help meet these requirements and deliver the modal shift objectives of the LDP. It is important that these interchanges are accessible to disabled travellers and people with prams/young children.

**5.226** Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

## T4: REGIONAL TRANSPORT HUB

**Support will be given to the development of infrastructure and facilities in and around Cardiff Central Railway Station which:**

- i. **Facilitate the easy interchange of passengers between national, regional and local rail and bus services;**
- ii. **Provide high quality passenger facilities, including but not limited to seating, information, toilet facilities and cycle parking;**
- iii. **Can be easily accessed by walking and cycling and meets the access needs of all users;**
- iv. **Is well integrated with development in the surrounding area and facilitates easy access to the centre of the city, Cardiff Bay and the Enterprise Zone;**
- v. **Complement the development and regeneration of land north and south of Central Railway Station and the wider Enterprise Zone;**
- vi. **Provide a public transport gateway of a high aesthetic and functional quality, which is commensurate to Cardiff's status as a European capital city; and**
- vii. **Provides an attractive, legible and vibrant environment.**

**5.227** The development of a central public transport interchange focussed on land in and around Cardiff Central Railway Station and the Central Square area is a longstanding objective of the Council. Cardiff is located on the south Wales main railway line and forms the central hub of regional Valley Lines rail network – all scheduled for electrification by 2020.

**5.228** The provision of a central public transport interchange to facilitate transfer between national, regional and local rail and bus services is essential for Cardiff to fulfil its role as a growing capital city and an employment and service centre for a major city region. It is also critical to achieving the transport connectivity required to sustain Cardiff's economic competitiveness with other UK cities and city regions and maintain its attractiveness to business investors.

**5.229** This Policy sets out the Council's requirements with regard to the functionality and aesthetic quality of a central interchange and its integration with existing and future development within the Cardiff Central Enterprise Zone. The Policy will be implemented through a process of master planning undertaken in collaboration between the Council, developers, transport providers, the public and key stakeholders.

## T5: MANAGING TRANSPORT IMPACTS

**Where necessary, safe and convenient provision will be sought in conjunction with development for:**

- i. **Pedestrians, including people with prams and/or young children;**
- ii. **Disabled people with mobility impairments and particular access needs;**
- iii. **Cyclists;**
- iv. **Powered two-wheelers;**
- v. **Public transport;**
- vi. **Vehicular access and traffic management within the site and its vicinity;**
- vii. **Car parking and servicing;**
- viii. **Coach parking; and**
- ix. **Horse-riders.**

**5.230** The purpose of this Policy is to ensure that all new developments for which planning permission is required:

- i. Properly address the demand for travel and its impacts;
- ii. Contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives and policies of the LDP;
- iii. Make satisfactory provision for access, parking and circulation, particularly by pedestrians, cyclists, public transport users and disabled people with mobility impairments and particular access needs; and
- iv. Avoid unacceptable harm to safe and efficient use and operation of the road, public transport and other movement networks and routes.

**5.231** Measures appropriate to a particular development will depend on its scale, location and use(s). They may include providing for and/or improving, as appropriate:

- The needs of disabled people with mobility impairments and particular access needs;
- The needs of people with prams and/or young children;
- Safe and convenient pedestrian access to and movement within the development, including pedestrian priority measures, lighting, security, and weather protection;
- Walking links to existing pedestrian routes and networks, District and Local centres, open space and other community facilities; (e.g. safe routes to school) - for access and recreational purposes - and designed for use by everyone;
- The strategic recreational routes;

- Cycling links to existing cycle routes and networks, District and Local centres and community facilities designed for use by everyone;
- Secure cycle parking and changing facilities in accordance with guidelines set down in SPG;
- Management of conflict between modes of access, including vehicles, pedestrians and cyclists;
- Public transport, including bus stops, bus lanes and interchange facilities;
- Safe vehicular access to the site that does not unreasonably restrict the flow of traffic on the adjoining highway network;
- Traffic and speed management measures; and
- Car and coach parking and servicing facilities in accordance with revised guidelines set down in supplementary planning guidance.

**5.232** Parking and servicing will be provided, where appropriate in accordance with the Council's adopted standards.

### User Hierarchy

**5.233** In assessing the transport and access aspects of proposals the Council will be more likely to give favourable consideration to developments which through their design and layout give priority to movements by sustainable travel modes and reflect the user hierarchy in Department for Transport Manual for Streets, namely:

Consider First	Pedestrians
v	Cyclists
v	Public Transport Users
v	Specialist Service Vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor traffic

### Sustainable Travel Choices

**5.234** Where necessary to mitigate travel impacts, development will need to be supported by actions designed to manage travel demand, minimise private car use and increase the proportion of journeys made by walking, cycling and public transport. Such measures will include although not be restricted to:

- Area based personalised travel planning projects and programmes;

- Travel Plans including measures to support sustainable travel to/from residential areas, workplaces, schools and other significant trip generators; Car Clubs and Car Share Schemes; Cycle Training; and
- Promotional/marketing initiatives and campaigns to encourage sustainable travel.

**5.235** These will be secured by way of planning condition and/or a Section 106 planning obligation. Where necessary, planning agreements will secure resources for survey and monitoring activity required to support delivery of specific interventions.

**5.236** Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

## T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES

**Development will not be permitted which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes.**

**5.237** The purpose of this Policy is to protect the transport network and its users from developments which may otherwise cause unacceptable harm to the operation and use of key transport networks and routes.

## T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE

**Support will be given to the development of the following elements of strategic transportation infrastructure:**

- i. **Eastern Bay Link;**
- ii. **St Mellons rail interchange including Park and Ride; and**
- iii. **New sustainable transport corridor in North West Cardiff.**

**5.238** This Policy provides support for three key elements of strategic transport infrastructure which are illustrated on the Constraints Map with further detailed work informing the precise land take requirements.

**5.239** The Eastern Bay Link Road is a longstanding aspiration of the Council and is featured in the South East Wales Transport Alliance (Sewta) Regional Transport Plan (RTP). The road would complete a peripheral distributor road running between M4 Junction 33 in North West Cardiff and Llanedeyrn Interchange in the East of the city. It would provide additional capacity for road-based access

to the Cardiff Central Enterprise Zone from the East and supporting development in that area. A scheme is currently being promoted and developed by the Welsh Government. Details of proposed works are not currently available so the Constraints Map indicates the extent of the Eastern Bay Link running from the Queensgate Roundabout to the A48, Eastern Avenue.

- 5.240** The proposal for a rail station at St Mellons is included in the Sewta RTP and Sewta Rail Strategy (2013). The station would potentially serve the strategic development site south of St Mellons Business Park. It could also form part of a future South Wales Metro network including rail or rapid transit connections linking central Cardiff to strategic developments in and around Newport. Initial work to investigate the technical feasibility of a station at St Mellons is currently underway.
- 5.241** The strategic development sites proposed to the West of Pentrebanne and North of the M4 Junction 33 will require effective public transport connections. The potential exists to develop a dedicated public transport corridor connecting Cardiff city centre to the strategic sites in North West Cardiff and strategic development areas beyond Cardiff's boundary in Rhondda Cynon Taff. Such a link can be incorporated within the master plans for the strategic sites and form an essential component of those developments. Its extension into growth areas within Rhondda Cynon Taff also makes the corridor strategically important within a regional context. As such it would form a key corridor within a future South Wales Metro network.

## T8: STRATEGIC RECREATIONAL ROUTES

**A strategic network of recreational routes will be maintained and developed to link Cardiff's coast, river corridors, open spaces, countryside, and the regional network of routes, facilitating access to them by local communities, and forming an integral part of the wider cycling and walking network in Cardiff.**

**The core strategic network will comprise:**

- i. **The Taff Trail;**
- ii. **The Ely Trail;**
- iii. **The Rhymney Trail;**
- iv. **The Nant Fawr Trail;**
- v. **The Bay Trail;**
- vi. **The Wales Coast Path; and**
- vii. **The Glamorgan Ridgeway Walk**

- 5.242** This Policy sets out the Council's desire to develop a network of recreational routes that will allow everyone in Cardiff to gain easy access to local green spaces, and the wider coast and countryside.
- 5.243** The Policy helps to deliver Plan objectives and also accords with PPW which seeks to promote provision of safe accessible, convenient and well-signed walking and cycling routes and to protect and enhance the national cycle network and long-distance routes and footpaths that are important tourism and recreation facilities, both in their own right and as a means of linking other attractions and local communities.
- 5.244** Wherever possible, the strategic network will make provision for access by walkers, cyclists and horse riders, (although access for all is limited by practicalities). The core strategic network will be linked to local communities and other routes, including permissive paths, public rights of way, and open spaces. This will help to provide a range of routes and enable everyone to use and enjoy Cardiff's natural heritage, whilst also linking Cardiff to the wider regional network. Local opportunities are important for both health and well-being and sustainability reasons.
- 5.245** The development of the coast and river corridor routes are particularly important for people living in the southern arc of Cardiff where the choice of open spaces, public rights of way network and access to the countryside is more limited. The development of a network of safe, convenient attractive routes through green spaces will also provide the opportunity for more people to use them as part of their everyday journeys - to school, work and local community facilities. Development of cross border routes into other authority areas together with within County routes contribute towards the city's green tourism offer.
- 5.246** New developments including the proposed Strategic sites, adjacent to, the main strategic routes, public rights of way or other recreational routes will be expected to respect their existence and contribute to their development, or links to them where applicable.
- 5.247** The current extent of the existing core recreational strategic network are shown on the Constraints Map, proposals for development of these routes including creation of 'missing' links are shown on the Proposals Map. Where details of proposed new routes are not yet fully worked up and agreed with relevant parties, such as the Taff Ely Link, routes will not be shown on the Plan Maps but further work will continue to explore their future implementation.
- 5.248** The usage of routes will be monitored through cycle counter data where deployed together with wider feedback through the Cardiff River Valleys initiative.

## T9: CARDIFF CITY REGION ‘METRO’ NETWORK

**The Council will seek to facilitate the development of a future regional ‘Metro’ network of integrated public transport routes and services within Cardiff and connecting the city with the wider south east Wales region, including the development and/or enhancement of the following on-highway and off-highway infrastructure components:**

- i. **Existing and new heavy rail routes**
- ii. **New light rail routes**
- iii. **Tram**
- iv. **Tram/train on segregated rails and/or running on street**
- v. **Conventional buses, or guided buses using busways completely segregated from the main highway along their entire length or for short sections, in combination with use of the public highway/bus priority measures on the public highway.**
- vi. **Conventional buses using dedicated buses lanes and assisted by other bus priority measures, in combination with use of other carriageway space on the public highway; and**
- vii. **Conventional buses using carriageway space on the public highway used by general traffic.**

**Where the alignment of a future route which is likely to form part of a ‘Metro’ network falls within any part of a development site, the Council will, through the development management process, seek either to secure provision of the necessary infrastructure as part of the development, or otherwise, safeguard the land and space required to accommodate the route and potential mode options in the future. This will include requiring a development to be designed in a way which does not prejudice the future development of the ‘Metro’ route and would enable it to be incorporated within the development at a later date.**

**5.249** The Cardiff City Region Metro is a proposal for a metropolitan-style, integrated public transport network extending across Cardiff and South East Wales. The ‘Metro’ is likely to be developed in phases over a number of years. Its purpose is to significantly enhance public transport accessibility across the region. This would be achieved by the physical and operational integration of routes for different public modes (rail-based and bus-based) and enabling provision of frequent, fast and efficient public transport services connecting principal settlements and trip destinations in the region. A ‘Metro’ network would include points of interchange and be supported by integrated timetables and ticketing with a common branding. In combination, these elements would enable people to make daily journeys and reach key trip destinations without the need for a car.

This enhanced connectivity would have significant economic benefits for Cardiff and the wider City Region, as well as easing pressures on key strategic transport corridors within and beyond Cardiff boundaries.

- 5.250** Potential routes/corridors which would make up the 'Metro' network have been identified in a series of investigative studies in recent years. Future technical work will be led by the Welsh Government in consultation with local authorities, land owners, communities and the transport industry. Welsh Government's National Transport Finance Plan 2015 ( July 2015) includes a commitment to progress this work which will determine the form of the network and the mix of public transport modes on each corridor/route.
- 5.251** It is important that development that takes place within the plan period does not prejudice the delivery of this regionally important future asset.
- 5.252** Policies KP2 (A) to KP2(H) include references to improvements to the strategic public transport network within the supporting lists of 'Essential' and 'Enabling' transport infrastructure for the individual LDP strategic sites. A number of these measures will potentially form part of the future 'Metro' network.
- 5.253** Policy T9 augments Policy KP2 by providing general support for the future delivery of the 'Metro' and the means by which the Council can, through controls exercised through the development management process:
- secure infrastructure forming part of the network; or
  - otherwise, safeguard the route alignment, potential mode options and physical space requirements for future 'Metro' routes/corridors.
- 5.254** This protection will be integrated within the design and layout of approved developments. The policy also provides the basis for resisting developments which would prevent or compromise future delivery of a 'Metro' route.

## 5. RETAIL

### R1: RETAIL HIERARCHY

**Retail proposals, (including changes of use, redevelopment and extensions) will be considered in accordance with the retail hierarchy which comprises Central Shopping Area (CSA) at the head of the regional hierarchy supported by a range of district centres and smaller local centres as identified on the Proposals Map. Retail proposals outside centres identified on the Proposals Map will be assessed against Policy R6: Retail Development (Out of Centre), or Policy R7: Retail Provision within Strategic Sites where they form part of an allocated housing led strategic site.**

**5.255** This policy is a central component of the retail strategy which aims to:

- Sustain and enhance the role of the Central Shopping area at the head of the regional shopping hierarchy;
- Sustain and enhance the vitality, viability and attractiveness of district and local centres identified on the Proposals Map.
- Promote good accessibility to a range of shopping facilities by all sections of the community and reduce dependence on car travel for shopping trips; and
- Control the amount, size and nature of out-of-centre retail.

**5.256** The policy establishes the existing hierarchy of centres in line with national guidance and favours new and improved retail facilities within the Central Shopping Area and at an appropriate scale, within district and local centres, whilst non shopping uses will be controlled. This ensures that a sequential approach is adopted which means first preference for retail proposals should be in existing centres and then for sites immediately adjoining these centres. If there are no suitable sites in these locations, only then will out-of-centre sites in locations that are accessible by a choice of means of transport be considered.

**5.257** Proposals outside centres identified on the Proposals Map will be assessed against Policy R6: Retail Development (Out of Centre).

**5.258** District and Local Centres within allocated housing led strategic sites that develop over the plan period in accordance with Policy R7: Retail Provision within Strategic Sites will become designated centres within the retail hierarchy and defined on the Proposals Map as part of the LDP review.

## R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA

**Development proposals within the Central Shopping Area (CSA) will be assessed against the following criteria:**

- i. Whether the proposal involves the loss of shop uses (Class A1) from within Protected Shopping Frontages;**
- ii. Whether the proposal involves retail and other uses which enhance the vitality, viability and attractiveness of the city centre;**
- iii. Whether the development allows for, or retains the effective use of, upper floors; and**
- iv. Supports the regeneration, renewal and enhancement of the city centre.**

**5.259** The purpose of this Policy is to allow, monitor and manage the diversity of uses within the Central Shopping Area identified on the Proposals Map.

**5.260** The Central Shopping is the head of the retail hierarchy for Cardiff and South East Wales. It offers a range and quality of shopping facilities unrivalled in the region, together with a diversity of complementary service, leisure, residential and business uses, within a compact and accessible area. Despite this, the area is not invulnerable to trends in retail location and shifts in consumer demand and expenditure, including competition from out-of-centre locations and internet shopping. There is a continuing need to improve facilities within the Central Shopping Area in order to provide a quantity and quality of shops that will enhance its primary shopping role and character, and its vitality, attractiveness and viability.

**5.261** An appropriate mix of non-shop uses can contribute to vitality, attractiveness and viability by introducing a diversity of compatible uses within the Central Shopping Area. However, too many can harm the primary shopping role and character of shopping streets by reducing their attractiveness to shoppers, undermining the viability of remaining shop units and reducing the prospect of attracting new retailers and retail investment.

## R3: PROTECTED SHOPPING FRONTAGES

**Development proposals involving the loss of Class A1 (shop) uses within Protected Shopping Frontages will be assessed against the following criteria:**

- i. **The balance and distribution of existing and committed non-shop uses;**
- ii. **The amount of A1 floorspace and frontage length being lost;**
- iii. **Whether, and for how long, the premises have been vacant and actively marketed;**
- iv. **The location, character and prominence of individual premises or frontages;**
- v. **The nature of the proposed use, including whether an appropriate shop front and window display is to be provided; and**
- vi. **The impact of the proposed use upon the amenity of adjacent or nearby residents.**

**5.262** This Policy provides an enhanced level of protection for the City Centre's most important shopping streets. The protected frontages are identified on the Proposals Map. Further guidance will be set out in SPG.

**5.263** Proposals will be assessed in terms of their impact cumulatively with other existing and committed non-shop uses. Where the application frontage is closely related to surrounding frontages (e.g. in narrow or pedestrianised streets or arcades) it will be appropriate to consider the proposal's impact on both the application frontage and surrounding frontages.

**5.264** The Policy allows for other uses (including A2 and A3) at appropriate locations within Protected Frontages, provided those uses do not, either alone or cumulatively with other non-shopping uses, undermine the primary shopping role and character of those frontages or groups of frontages. This is intended to maintain the centre's retail offer whilst providing complementary services during normal shopping hours, generating pedestrian flows and providing visually interesting and active frontages.

**5.265** Like offices, it is acknowledged that an element of retail vacancy can be created by the natural turnover of businesses or through refurbishment. However, long-term vacant shop floorspace is a strong indicator of decline, adversely impacting upon perceptions of the high street to shoppers and investors. Proposals which seek to bring back into beneficial use retail premises which have remained vacant, despite active marketing, will be more favourably considered. Temporary or "meanwhile" uses can enliven city streets and provide short-term retail, business incubation or exhibition space, whilst reducing management and maintenance costs to landowners.

## R4: DISTRICT CENTRES

**Retail, office, leisure and community facilities will be favoured within the following District Centres identified on the Proposal Map:**

1. **Albany Road / Wellfield Road**
2. **City Road**
3. **Clifton Street**
4. **Cowbridge Road East**
5. **Crwys Road/ Woodville Road**
6. **Bute Street/James Street**
7. **Merthyr Road, Whitchurch**
8. **Penarth Road/Clare Road**
9. **St Mellons**
10. **Thornhill**
11. **Whitchurch Road**

**This will be subject to:**

- i. **The proposal being of a scale appropriate to the particular centre;**
- ii. **The location of business offices (Class B1) above the ground floor;**
- iii. **Proposals not impeding the effective use of upper floors;**
- iv. **Proposals for uses other than Class A1 being permitted at ground floor level if they would not cause unacceptable harm to the predominant shopping role and character of the centre, the vitality, attractiveness and viability of a specific frontage or group of frontages.**

**Unacceptable harm should take account of:**

- **The existing level and nature of non-shopping uses within the centre as a whole**
- **The size of the retail unit in relation to the overall size of a centre or a specific group of frontages; and**
- **The distribution and proximity of non-shopping uses within a frontage.**

**Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered. Applications for changes of use that involve new non-shopping uses in vacant premises will be considered in light of the following:**

- **The vacancy rate in the surrounding area; and**
- **Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.**

- 5.266** The aim of this Policy is to promote and protect the shopping role of District Centres while supporting a mix of appropriate uses. The District Centres identified in Policy R4 are defined on the Proposals Map (and in Appendix 8)
- 5.267** PPW acknowledges that a range of uses as well as shops are appropriate within centres. These include financial and professional services (A2) and food and drink uses (A3). In general, proposals for such uses will be permitted where they would not cause unacceptable harm to the primary shopping function of the centre or the vitality, attractiveness or viability of its shopping frontages, by virtue of their number or location. What is deemed as unacceptable harm will depend upon the nature of each centre which will have its own individual characteristics.
- 5.268** The size and character of District Centres means that they are more likely to be able to satisfactorily accommodate a greater range and mix of non-retail uses including businesses, offices and commercial leisure facilities.
- 5.269** Where a change of use from an A1 retail unit to a non-shopping use (use class other than A1) is proposed, the assessment in terms of unacceptable harm should take account of:
- The existing level and nature of non-shopping uses within the centre as a whole (This should also take into consideration the number of premises, and
  - whether any have unimplemented planning consent for non-shopping uses);
  - The size of the retail unit (frontage length and floorspace) in relation to the overall size of a centre or a specific group of frontages; and
  - The distribution and proximity of non-shopping uses within a frontage.
- 5.270** It is important that non-shopping uses are dispersed as much as possible in order to limit harm to the shopping role and character of a centre. Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered, as they will fragment the shopping frontage.
- 5.271** A high level of vacancy is often an indicator of poor retail performance, reduced levels of demand and/or investor confidence, and can be harmful to the vitality, attractiveness and viability of an area in the long-term. Applications for changes of use that involve new non-shopping uses in vacant premises will, therefore, be considered in light of the following:
- The vacancy rate in the surrounding area; and
  - Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.

- 5.272** This Policy will favour business class offices above ground floor level within District Centres. At ground floor level, only professional and financial (A2) offices with a shop front will be acceptable. B1 uses do not provide an active frontage or service to visiting members of the public.
- 5.273** The provision of residential accommodation at upper floors within centres can support their vitality, attractiveness and viability. However, it is recognised that District Centres cannot offer the same degree of amenity as purely residential areas. To enable opportunities for offices and other appropriate business uses at upper floors within District Centres, it may be necessary to allow the change of use of premises in residential use.
- 5.274** A District Centres Strategy has been prepared to raise the profile of District Centres within Cardiff and provide a framework and justification for the preparation of individual Action Plans for priority District Centres. This Strategy also acts as a reference point for co-ordinated working between service providers; a mechanism for attracting inward investment and securing funding for improvements within these designated centres.

## R5: LOCAL CENTRES

**Retail, office, leisure and community facilities will be favoured within the following Local Centres identified on the Proposal Map:**

1. **Birchgrove**
2. **Bute Street (Loudoun Square)**
3. **Cathedral Road**
4. **Countisbury Avenue**
5. **Caerau Lane**
6. **Fairwater Green**
7. **Gabalfa Avenue**
8. **Grand Avenue**
9. **High Street, Llandaff**
10. **Maelfa, Llanedeyrn**
11. **Newport Road, Rumney**
12. **Rhiwbina Village**
13. **Salisbury Road**
14. **Splott Road**
15. **Station Road, Llanishen**
16. **Station Road, Llandaff North**
17. **Station Road, Radyr**
18. **Tudor Street**
19. **Willowbrook Drive**
20. **Wilson Road**

**This will be subject to:**

- i. **The proposal being of a scale appropriate to the particular centre;**
- ii. **The retention of residential accommodation at upper floors;**
- iii. **Proposals for uses other than Class A1 (except business offices class B1) being permitted at ground floor level if they would not cause unacceptable harm to the predominant shopping role and character of the centre, the vitality, attractiveness and viability of a specific frontage or group of frontages;**

**Unacceptable harm should take account of:**

- **The existing level and nature of non-shopping uses within the centre as a whole**
- **The size of the retail unit in relation to the overall size of a centre or a specific group of frontages; and**
- **The distribution and proximity of non-shopping uses within a frontage.**

**Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered.**

**Applications for changes of use that involve new non-shopping uses in vacant premises will be considered in light of the following:**

- **The vacancy rate in the surrounding area; and**
- **Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.**

**5.275** The aim of this Policy is to promote and protect the shopping role of Local centres while supporting a mix of appropriate uses. The Local Centres identified in Policy R5 are defined on the Proposals Map (and in Appendix 8)

**5.276** PPW acknowledges that a range of uses as well as shops are appropriate within centres. These include financial and professional services (A2) and food and drink uses (A3). In general, proposals for such uses will be permitted where they would not cause unacceptable harm to the primary shopping function of the centre or the vitality, attractiveness or viability of its shopping frontages, by virtue of their number or location. What is deemed as unacceptable harm will depend upon the nature of each centre which will have its own individual characteristics.

**5.277** Local Centres are generally smaller in size and variety of uses. Local Centres are generally more residential in nature than District Centres and do not have the scale or variety of retail and non-retail uses. As a consequence proposals other than A1 may be more difficult to satisfactorily accommodate than in District Centres. Within Local Centres, the policy stance is to discourage significant office or commercial leisure developments and give greater emphasis to safeguarding residential amenity. At ground floor level, only professional and financial (A2) offices with a shop front will be acceptable, provided they do not cause unacceptable harm to the vitality, and viability of the centre. In relation to A3 uses more emphasis will be placed on closing times, and the type of premises.

**5.278** Where a change of use from an A1 retail unit to a non-shopping use (use class other than A1) is proposed, the assessment in terms of unacceptable harm should take account of:

- The existing level and nature of non-shopping uses within the centre as a whole (This should also take into consideration the number of premises,
- whether any have unimplemented planning consent for non-shopping uses);
- The size of the retail unit (frontage length and floorspace) in relation to the overall size of a centre or a specific group of frontages; and
- The distribution and proximity of non-shopping uses within a frontage.

- 5.279** It is important that non-shopping uses are dispersed as much as possible in order to limit harm to the shopping role and character of a centre. Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered, as they will fragment the shopping frontage.
- 5.280** A high level of vacancy is often an indicator of poor retail performance, reduced levels of demand and/or investor confidence, and can be harmful to the vitality, attractiveness and viability of an area in the long-term. Applications for changes of use that involve new non-shopping uses in vacant premises will, therefore, be considered in light of the following:
- The vacancy rate in the surrounding area; and
  - Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.
- 5.281** Loss of residential units will generally be resisted at upper floors in Local Centres where the characteristics of the premises and their location remain suitable for residential use.
- 5.282** In addition to local centres identified on the proposals Map, there are numerous smaller groups of shops and individual 'corner shops' across the county that provide valuable shopping facilities to surrounding communities. Proposals that could lead to the loss of such local shops will be assessed having regard to the role of those shops in meeting local shopping needs and the viability of the premises for continued shopping use. Planning Policy Wales recognises the important economic and social role of such local shopping facilities to communities.

## R6: RETAIL DEVELOPMENT (OUT OF CENTRE)

**Retail development will only be permitted outside the Central Shopping Area, District and Local Centres identified on the Proposals Map if:**

- i. **There is a need for the proposed floorspace (with precedence accorded to establishing quantitative need);**
- ii. **That need cannot satisfactorily be accommodated within or adjacent to the Central Shopping Area, within a District or Local Centre;**
- iii. **The proposal would not cause unacceptable harm to the vitality, attractiveness or viability of the Central Shopping Area, a District or Local centre or a proposal or strategy including the Community Strategy, for the protection or enhancement of these centres;**
- iv. **The site is accessible by a choice of means of transport; and**
- v. **The proposal is not on land allocated for other uses. This especially applies to land designated for employment and housing, where retail development can be shown to limit the range and quality of sites for such use.**

**5.283** This Policy identifies the criteria against which proposals for retail development outside the Central Shopping Area, District and Local Centres identified on the Proposals Map will be assessed in line with PPW 'Planning for Retailing and Town Centres'.

**5.284** This Policy relates to any proposals that introduce additional retail floorspace, including redevelopment, extensions (including mezzanine floors, where permission for this is required); subdivision; changes of Use Class and; variations of planning conditions. The aim is to control the nature and size of out- of-centre retail development so as to minimise competition with, and impact on the vitality and viability of shopping centres identified in the Plan.

**5.285** This Policy contributes to protecting and enhancing designated shopping centres and resisting out-of-centre retail development that could be harmful to District and Local shopping facilities. It supports sustainability objectives by encouraging the grouping of retail facilities together in easily accessible locations and reducing dependence on private transport for shopping trips and helps deliver the strategy by developing sustainable communities

**5.286** The sequential test as detailed in PPW aims to direct retail developments to existing centres wherever possible or to the edges of such centres if sites within the centres are not available. Only where need for additional retail floorspace

has been demonstrated and there are no locations in or adjacent to designated centres that could accommodate that need, should out-of centre locations be considered. In Cardiff the order of preference is:

- Within the Central Shopping Area;
- On the edge of the Central Shopping Area;
- Within a District or Local Centre;
- On the edge of a District or Local Centre;
- An out-of-centre location accessible by a choice of means of transport.

**5.287** PPW acknowledges that some types of retailing, for example selling bulky goods and requiring large showrooms, may not be able to find appropriate sites in town centres. Such stores should be grouped together at locations accessible by a choice of means of transport, encouraging linked trips and a reduction in dependence on car travel. Where bulky goods development is proposed and it passes the need and sequential tests, it will be directed towards existing concentrations of bulky goods retailers wherever possible. Similarly, re-use of vacant out-of-centre units at locations accessible by a choice of means of transport is preferable to new out-of-centre development. Where applications are made to reuse vacant units, applicants will be expected to demonstrate how they intend to improve the pedestrian environment and linkages.

**5.288** Impact will be assessed in terms of both the direct commercial impact of a proposal on neighbouring designated centres and of the impact on the retail strategy itself. All proposals for out-of-centre development that satisfy the tests of retail need and the sequential approach must demonstrate that they would not harm designated shopping centres or the retail strategy, either in their own right, or in conjunction with other recent developments or unimplemented permissions.

**5.289** Where permission is granted for out-of-centre retail development or, in some instances, edge-of-centre development, conditions will be attached to control the nature and scale of the retail activity and minimise any potential impact on designated centres or the retail strategy.

**5.290** Contributions will be negotiated from out of centre retail developments towards environmental improvement in the nearest District or Local Centre to mitigate adverse impacts, in line with the policy on Planning Obligations. Further details are provided in the District and Local Centre Strategy.

**5.291** The Council monitors the vitality, attractiveness and viability of designated centres. All applications for out-of-centre retailing will be expected to examine the health of centres, including shopping parades most likely to be affected and their likely impact.

**5.292** Proposals for out-of-centre retail development are likely to require assessment against a range of other Policy considerations including traffic and transportation implications.

## **R7: RETAIL PROVISION WITHIN STRATEGIC SITES**

**Retail development which forms part of the allocated housing led Strategic Sites will be assessed against Policy R6 Retail Development (Out of Centre) and will be supported where:**

- i. **It is of appropriate scale which satisfies an identified need;**
- ii. **It will not negatively impact on the vitality and viability of designated centres;**
- iii. **It is located along public transport corridors and easily accessible by walking and cycling; and**
- iv. **It forms part of a planned centre which reinforces a sense of place.**

**5.293** It is recognised that there will be a need for retail provision close to where people live to meet the everyday needs of future large scale new communities. Such facilities often include a range of small shops, serving the local catchment including small supermarkets, newsagents and food and drink outlets. The provision of future local shopping within the housing development should not negatively impact on the vitality and viability of existing designated District or Local Centres. Planning applications should also demonstrate that this is the most appropriate location for local shopping provision, in relation to public transport and design and layout.

## **R8: FOOD AND DRINK USES**

**Food and Drink Uses are most appropriately located in:**

- i. **The City Centre (Central Business Area)**
- ii. **The inner harbour/waterfront area of Cardiff Bay (Bay Business Area)**
- iii. **District and Local Centres**

**Subject to amenity considerations, highway matters, crime and fear of crime considerations, and where they do not cause unacceptable harm to the shopping role and character of designated centres. Food and drink uses are unlikely to be acceptable within or adjacent to residential areas, where they would cause nuisance and loss of amenity, or result in the loss of a residential property.**

- 5.294** Food and drink uses, including restaurants and hot food take-aways, are better located in designated centres where they can complement and enhance the existing shopping role, increase footfall and are accessible by public transport. Such uses are better located in designated centres than residential areas because of the impact they can have in terms of vehicular and pedestrian traffic, noise, fumes, litter and late night disturbance. The Central and Bay Business Areas, and District Centres are more likely to be able to satisfactorily accommodate A3 uses without causing unacceptable harm, due to their size and character. However, concentrations of such uses in centres can cause harm, either to residential amenity within or adjoining the centre, or to the predominant shopping role and character of the centre and its vitality, attractiveness and viability.
- 5.295** Food and drink uses are acceptable in principle, within the City Centre. It is recognised that such uses can contribute to the range and choice of facilities available to residents, promote the evening economy and may also support tourism. However, new A3 proposals at ground and upper floor level will need to be assessed against Policy R3 Protected Shopping Frontages. This Policy is intended to ensure that food and drink uses as well as other non-shopping uses, do not harm the shopping role, character and vitality of the City Centre.
- 5.296** Food and drink uses are also complementary, in principle, to the main shopping role of District and Local Centres, so long as they do not adversely affect the living environment of nearby residents, or with other non-shopping uses, reach such a level that they undermine the shopping character of the area in accordance with Policies R4 District Centres and R5 Local Centres.
- 5.297** Local Centres and smaller neighbourhood centres are generally more residential in nature, and do not have the scale or variety of retail and non-retail uses of larger centres. Therefore, A3 proposals may be more difficult to accommodate, and are less likely to be acceptable on amenity grounds (e.g. potential noise and disturbance, anti-social behaviour and litter associated with this type of development proposal). As a consequence more emphasis will be placed on protecting residential amenity within these centres through restricting closing times and the type of A3 premises.
- 5.298** Outside District and Local Centres and the Central and Bay Business Areas proposals for A3 uses are unlikely to be acceptable in, or adjacent to, predominantly residential areas because of their impact on residential amenity and potential to cause nuisance from noise and odour.
- 5.299** Food and drink proposals within existing employment areas will be considered against Policy EC2 Provision of Complementary Facilities for Employees in Business, Industrial and Warehousing Development.

**5.300** Further guidance on the application of this Policy will be set out in the Food and Drink Uses SPG.

## 6. COMMUNITY

### C1: COMMUNITY FACILITIES

**Proposals for new and improved community facilities, health and religious facilities will be encouraged, subject to the following criteria being satisfied:**

- i. **The facility would be readily accessible to the local community it is intended to serve by public transport, walking and cycling;**
- ii. **The facility would not unduly prejudice the amenities of neighbouring and nearby residential occupiers;**
- iii. **The facility would not detract from the character and appearance of a property or the locality;**
- iv. **The facility will not lead to unacceptable parking or traffic problems;**
- v. **The facility is designed with the greatest possible flexibility and adaptability to accommodate additional community uses without compromising its primary intended use.**

**5.301** For the purpose of this Policy, community facilities are defined as non-commercial facilities used by local communities for leisure and social purposes. This constitutes community centres and meeting places, community halls, community learning, leisure centres, libraries and youth centres. Religious facilities also often provide for wider community provision. Health facilities would include doctors and dentists surgeries which serve the local community.

**5.302** Other uses of a commercial nature within the D1/D2 use class should be located within the Central and Bay Business Areas, and in District and Local centres of an appropriate scale.

**5.303** If development occurs without consideration being given to the adequacy of existing community facilities, this can place a strain on existing facilities, to the detriment of the local community. As a result, there is a need to ensure that adequate local facilities are provided to meet the future demands of local communities.

**5.304** The provision of community facilities should go hand in hand and be integrated with new development. Providing a range of community facilities that are accessible to as many people as possible is fundamental in terms of securing sustainable communities. Such facilities are valuable not only in terms of the amenity they provide, but are also important in generating employment and attracting people to live within an area. Whilst, it is recognised that there are

many competing needs for the development and use of land, the Council is committed to ensuring that there are adequate facilities to serve residents within new strategic housing allocations.

- 5.305** New strategic housing developments allocated in Policy KP2 will be required to ensure that sufficient new community facilities are provided and integrated within the development to serve the needs of future and existing residents. This will be achieved through planning obligations or the community infrastructure levy as appropriate (see Policies KP6 and KP7).
- 5.306** On all other significant residential developments, the Council will seek to enter into negotiations with prospective developers to secure land, buildings and or financial contributions towards community facilities arising from the needs of residential development. This is because the increased population will result in increased demand for local community facilities. Further guidance on this will be set out in SPG.
- 5.307** Community facilities, health uses and religious facilities will be favoured within District or Local Centres where appropriate, however, where such uses cannot be satisfactorily accommodated within centres, proposals on the edge of centres or within residential areas (to include the conversion or redevelopment of existing residential premises) will be favourably considered provided that issues of residential amenity, urban design (Policy KP5), and transportation are appropriately addressed. Furthermore, if the residential area falls within a Conservation Area, the proposed development should not detract from its character, nor should it have any negative impact on the built heritage assets (Policy KP17).

## C2: PROTECTION OF EXISTING COMMUNITY FACILITIES

**Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:**

- i. **An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity or;**
- ii. **It can be demonstrated that the existing provision is surplus to the needs of the community.**

- 5.308** Existing community facilities are widely available throughout the City. Ensuring an adequate provision is maintained, is very important in order to encourage social interaction, improve health and well-being and reduce inequalities between different communities. The retention of existing facilities will therefore be sought unless it can be demonstrated that the above criteria can be met.

**5.309** Whilst this policy will apply to both commercial and non-commercial uses which provide a social or welfare benefit to the community, community land and buildings are of particular importance. This includes land and buildings that are managed and used primarily by the voluntary and community sector for community-led activities.

**5.310** In order to satisfy criterion ii of the policy it will be necessary to demonstrate that continued use as a community facility is no longer viable giving consideration to appropriate marketing, and local need and demand for the existing community facility.

### **C3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS**

**All new development and redevelopment shall be designed to promote a safe and secure environment and minimise the opportunity for crime. In particular development shall:**

- i. **Maximise natural surveillance of areas which may be vulnerable to crime such as publicly accessible spaces, open space, car parking areas and footpaths;**
- ii. **Have well defined routes, spaces and entrances that provide convenient movement without compromising security;**
- iii. **Maintain perceptible distinction between public and private spaces through well-defined boundaries and defensible space;**
- iv. **Provide a good standard of lighting to public spaces and routes while minimising energy use and light pollution; and**
- v. **Be designed with management and maintenance in mind, to discourage crime in the present and future.**

**5.311** The aim of this Policy is to achieve a uniform and consistent standard of security through considerate design without compromising the character or attractiveness of the local area. Incorporating security considerations into the design of new developments and redevelopments will enable natural surveillance and create a sense of ownership and responsibility.

**5.312** Designing out crime contributes to Policy KP5. Further detailed information relating to the objectives of this Policy can be found at [www.securedbydesign.com](http://www.securedbydesign.com)

**5.313** The Council has responsibility under section 17 of the Crime and Disorder Act (1998) to take account of the need to deter and prevent crime in carrying out all its responsibilities, which include planning. Used sensitively, the planning system can be influential in producing active, well managed environments that help to discourage crime and disorder by encouraging developers to adopt designs for

new development that take the security of people and property into account. Developments should be encouraged to incorporate the principles and practices of the 'Secured by Design' Award Scheme, and reflect both the safety of people and the security of property.

- 5.314** Any design solution or security measures should remain sensitive to local circumstances and their degree and application should reflect the characters and amenity of the area. There should be a balanced approach to design which attempts to reconcile the visual quality of a development with the needs of crime prevention. Developments can be made secure without resorting to razor wire, grilles, bars, unsightly types of fencing and other visually intrusive security measures, if safety and security is considered at an early stage of the design process.
- 5.315** Prior to submitting detailed proposals, developers are encouraged to seek advice by engaging in pre-application discussions with the South Wales Police Crime Prevention Design Officer on designing out crime, and any recommendations received should be taken into consideration in relation to the development proposal. Where there are other significant interests (for example, the setting of Listed Buildings) a balanced compromise must be agreed. Developers are further encouraged to submit statements in conjunction with planning applications that emphasise and clearly demonstrate the proposed measures taken to design out crime.
- 5.316** In appropriate cases, where crime prevention or the fear of crime is considered material to a proposed development the Council may consider imposing community safety conditions or seek developer contributions via legal agreements for crime prevention through environmental design (CPTED), community safety initiatives, improved street lighting, alley gating, provision of CCTV, landscaping improvements or other necessary security measures. This is in accordance with Policy KP7.
- 5.317** Terrorist attacks within the UK have become a distinct possibility in recent years, posing a real and serious threat. Measures to mitigate against the occurrence and effects of terrorism attacks should be designed in from the outset of a development proposal. For example, through protection from flying glass and vehicle access controls to underground car parks and areas of potential high risk. These measures must be balanced with good design principles to ensure against the creation of a "fortress" appearance. It is recommended that where major development is proposed within a place defined by the Home Office as a "crowded place", the design statement accompanying the application should set out the measures undertaken to meet these principles. It is recommended that advice is sought from a Counter Terrorism Security Advisor during the design stage. (Refer to WECTU (Wales Extremism and Counter Terrorism Unit) for further advice).

## C4: PROTECTION OF OPEN SPACE

**Development will not be permitted on areas of open space unless:**

- i. **It would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and**
- ii. **The open space has no significant functional or amenity value; and**
- iii. **The open space is of no significant quality; or**
- iv. **The developers make satisfactory compensatory provision; and, in all cases;**
- v. **The open space has no significant nature or historic conservation importance.**

**5.318** The aim of this Policy is to protect open space that has significant functional, conservation, environmental or amenity value. It applies to all areas of open space within the County.

**5.319** The Policy will help protect the current network of open spaces in Cardiff and work toward delivering Policy KP13 and LDP objectives related to maintaining and enhancing a network of green space and corridors.

**5.320** The Policy is in accordance with the Wales Spatial Plan, PPW and Technical Advice Note 16: Sport Recreation and Open Space (2010) which requires that all types of open space are protected, particularly where it has a strategic countywide importance.

**5.321** The various types of open space in Cardiff will be listed and explained in detail in the Cardiff Open Space SPG. For the purposes of this policy functional green space includes land that can accommodate formal and / or informal recreational uses including sporting use and children's play.

**5.322** Proposals for development on areas of open space will be assessed against a functional green space requirement of 2.43 hectares per 1,000. This is explained in more detail under Policy C5.

**5.323** In assessing the functional and amenity value of an area of open space, regard will also be given to whether it serves a purely local function or has more strategic countywide importance. Special protection will be afforded to open space that has strategic countywide importance whether for functional, amenity or wildlife purposes.

**5.324** The quality of an area of open space will be assessed having regard to issues such as:

- Accessibility;
- Biodiversity;
- Facilities;
- Management and maintenance;
- Contribution to local amenity;
- Contribution to recreation; and
- Strategic value.

**5.325** Where a development proposal involving the loss of open space would exacerbate a local or countywide deficiency of functional open space, **compensatory provision** for open space or alternative provision of equivalent community benefit may be acceptable. This will be explained further in the Open Space SPG.

**5.326** The appropriateness of compensatory open space or replacement facilities will be assessed having regard to the importance of the resource to be lost and the needs of the locality. Compensatory provision should:

- Contribute towards meeting the needs of the local community;
- Be of at least equal value to that being lost;
- Be reasonably related to the original site to serve the population affected by the loss;
- Be provided in accordance with the Open Space SPG; and
- Be agreed between the Council and the developer.

**5.327** Corridors and networks of open space, like the river valleys, have strategic importance in terms of recreation, amenity and wildlife. The corridors of the rivers Ely, Taff, Rhymney and the Nant Fawr (identified on the Proposals Map) are a particularly important resource within both the urban and rural context, linking the waterfront and the urban area with the countryside. Specific protection of river valleys is set out in Policy EN4.

**5.328** Many areas of open space have value for nature conservation. Some are designated for their international, national or local importance, while others contribute more generally to biodiversity. Some areas also have historic conservation importance. These include Historic Gardens and Parks, land within Conservation Areas and land that provides the setting for Ancient Monuments or other archaeological remains.

**5.329** The implementation of policies designed to provide and protect public open space throughout Cardiff would also serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC, thereby helping to avoid the likelihood that this LDP will have a significant effect upon this site.

- 5.330** The protection of open space policy will be assessed each year in the Annual Monitoring Report. The loss of open space is a Core Indicator required by Welsh Government and will be monitored on an annual basis, forming part of the Open Space Assessment.

## **C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT**

**Provision for open space, outdoor recreation, children's play and sport will be sought in conjunction with all new residential developments. This policy is aimed at securing the provision or improvement of open space and other appropriate outdoor recreation and sport in conjunction with all new residential developments over 8 units and on site provision of functional open space in conjunction with all new residential developments over 14 units. The appropriate amount of multi-functional green space is based on a minimum of 2.43 hectares of functional open space per 1,000 projected population. All other open space provision will be in addition to the provision of multi-functional green space.**

- 5.331** This Policy will help enhance the existing network of green spaces and provide increased opportunities for healthy recreation and leisure activities in line with LDP objectives for sustainable living. Improving the provision of open space is particularly important in some areas of South Cardiff where communities have poorer access to areas of open space.
- 5.332** Obtaining functional open space and appropriate provision for sport through the development process is provided for in PPW. It explains that Local Planning Authorities may be justified in seeking Section 106 Planning Agreements to contribute to the maintenance of safe and attractive facilities and open space, and to meet the needs of new communities.
- 5.333** This Policy applies to all new proposed housing developments, redevelopment schemes, conversions and mixed-use developments containing housing, sheltered housing and student accommodation over 8 units.
- 5.334** The Open Space SPG will set out detailed guidance on how the provision of functional open space, outdoor recreation, children's play and sport in new residential developments will be assessed and managed. It will explain that the amount of open space provision generated by a housing proposal will be assessed in relation to its type and density. Consideration will also be given to the availability and adequacy of existing functional open space within the surrounding area. The Council will therefore seek to secure a range of improvements for accessible, high quality open space, sport and outdoor recreation provision, as appropriate to the particular site and development proposal.

**5.335** These may include one or more of the following:

- Provision of as much necessary open space provision as possible, on site or on readily accessible sites;
- Contribution towards the improvement of existing open space facilities on readily accessible sites;
- Improvements to the network of recreational routes and open spaces; and
- Improvements to the public realm (in line with Policy KP5: High Quality and Sustainable Design) and improved public access to waterfront areas.

**5.336** Due to the shortage of open space and recreation facilities in central and inner parts of the city and the limited opportunities for improvement, provision for open space and/or improving links with nearby open spaces may be sought on large-scale commercial developments in accordance with Policy KP7 on Planning Obligations.

**5.337** As a general rule, provision of a satisfactory level and standard of open space will be sought on all new residential developments. For those developments of 14 or more dwellings the amount of on-site open space provision is calculated from the projected population of the development and the application of the minimum standard of 2.43 hectares of functional open space per 1,000 population. However this standard will be applied flexibly in recognition that:

- In certain circumstances, provision of all-weather facilities can be more effective than traditional pitches;
- Changing trends in sport, recreation and leisure and the importance of providing outdoor and indoor facilities; and
- Achievement of provision in strict accordance with the standard can sometimes be impractical and/or inappropriate on previously developed sites.

**5.338** Open spaces should be designed in line with Cardiff Open Space SPG guidelines to create a landscaped open space which fulfils its function with efficiency, can be maintained in a viable condition and contributes to the welfare and appearance of the environment. Functional open spaces can fulfil a number of roles including minimising vandalism, increasing privacy, providing wildlife habitats and minimising the intrusion of noise and air pollution.

**5.339** The implementation of policies designed to provide and protect public open space throughout Cardiff would also serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC, thereby helping to avoid the likelihood that this LDP will have a significant effect upon this site.

## C6: HEALTH

**Priority in new developments will be given to reducing health inequalities and encouraging healthy lifestyles through:**

- i. **Identifying sites for new health facilities, reflecting the spatial distribution of need, ensuring they are accessible and have the potential to be shared by different service providers; and**
- ii. **Ensuring that they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety.**

**5.340** This Policy aims to improve the health of Cardiff's population by seeking to secure new health facilities in areas most at need, requiring that the built environment fosters healthy lifestyles, and ensuring that health is a key consideration in new developments.

**5.341** The Policy seeks to address health inequalities in Cardiff where the difference in life expectancy between some wards is up to 12 years (Welsh Index of Multiple Deprivation 2011). It gives greater detail on the Key Policy KP14 on Health and helps work towards delivering LDP objectives relating to health and one of the main strategic outcomes of the Cardiff Partnership Strategy 'people in Cardiff are healthy'.

**5.342** It accords with the aim of PPW in delivering sustainable development by ensuring that health is taken account of in new developments and assists a number of PPW objectives regarding travel and access to key community facilities. It also helps deliver a number of objectives regarding healthy lifestyles, sport and recreation in accordance with Our Healthy Future (Welsh Government 2009) and Fairer Health Outcomes for All (Welsh Government 2011).

**5.343** This Policy reflects the fact that 'health considerations can be material considerations in determining planning applications.' (PPW 12.13.8). The effect of development on people's health is a key element of sustainable development and its consideration will raise any significant issues which need to be taken into account.

**5.344** It is recognised that not all new developments will be able to identify land for new health facilities. This largely depends on the scale of development and will be applied flexibly as a result. It is recommended that the local health board is contacted for further advice on this matter. Relevant documents are 'Together for Health' (Welsh Government 2012) and 'Setting the Direction Primary and Community Services Strategic Delivery Programme' (Welsh Government 2010).

**5.345** For a description of appropriate locations to provide health facilities, see Policy C1 on Community Facilities. In addition, a number of other issues relating to the effect of new development on health including design, open space/community growing and transport are referred to in the respective policies.

**5.346** Further details on this Policy will be set out in a Health SPG.

## **C7: PLANNING FOR SCHOOLS**

**Where a need has been identified for new and improved school facilities as a result of development, the Council will seek contributions towards the cost of additional education provision. Negotiated contributions will be fairly and reasonably related in scale and kind to the proposed development. Where appropriate on site provision will be required.**

**Development of nursery, primary, secondary and sixth form education should:**

- i. **Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and**
- ii. **Include, where appropriate, provision for other appropriate community uses in addition to their educational use.**

**5.347** The Council has a statutory duty as local education authority to ensure that there is a sufficient number and variety of school places at primary and secondary level, available to meet the needs of the population of the County.

**5.348** Although the supply and demand for school places varies by area, it is anticipated that there will be no overall surplus school places at entry to the primary sector in 2015, nor in the secondary sector in 2019. This takes account of existing school investment proposal and projections based upon health service (GP) and school roll data. Additional primary and secondary education provision will therefore be required to serve the new pupils generated as a result of greenfield or brownfield housing developments that come forward during the plan period.

**5.349** The Council will seek financial contributions (See Policy KP7 Planning Obligations), towards the cost of providing additional or improved primary and/or secondary school facilities from developers proposing housing developments that would generate a requirement for school places that cannot be reasonably met by existing schools because:

- a. the capacity at the school(s) in whose catchment area (s) new housing development are proposed would as a result of the development be exceeded by demand; and/or
- b. there is a surplus capacity in such schools to accommodate some or all of the projected number of pupils generated from the proposed development but investment is required to make it suitable.

**5.350** The Council will also seek the provision of land and/or premises, depending on scale and location of development. Please refer to Key Policy KP6 New Infrastructure.

**5.351** It is recognised that the future additional pupils generated from strategic housing allocations (D-H) could not be accommodated in existing schools. The Council requests that developers set aside appropriate sites and provide school facilities in the initial phases of development aligned with the construction process, and additional forms of entry made available where necessary (210 primary school places plus nursery provision, 150 secondary school places plus sixth form provision) following completion of each 700 dwellings.

**5.352** There will also be a need to address school provision in catchment areas where there is little or no existing capacity to accommodate the additional demand likely to arise from housing development on previously developed land (including strategic sites) or other in-fill sites. With limited exceptions financial contributions will be sought from developers towards the provision of new classroom accommodation, in accordance with the needs which arise from the proposed development.

**5.353** In the event of the Council being allocated developer contributions to expand existing provision, the phasing of contributions over the period of construction will need to be in line with those set out in SPG, and will require careful consideration to ensure that the supply of school places is aligned with the construction process and occupancy of dwellings. Monitoring of take-up of school places will be a key consideration in order to inform existing and future needs.

**5.354** Opportunities should be taken to share school buildings and facilities, or co-locate on shared sites with other Council Service areas and selected external services. This would serve to maximise the use of the land and provide an integrated citizen focused resource for the whole community. Opportunities for shared facilities could include libraries, community centres, leisure centres, indoor recreation facilities, play centres, adult education facilities, integrated childcare facilities, adjoining natural habitat, health care facilities.

**5.355** Dependant on geographical constraints, opportunities should be taken to explore shared school facilities/playing fields with other schools (e.g. a Primary and Secondary School sharing fields) or continuous ages 3-19 school provision.

202

Cardiff Local Development Plan 2006 - 2026 Adopted Plan

**5.356** Further guidance on the application of this Policy will be set out in SPG.

## 7. MINERALS

### M1: MINERAL LIMESTONE RESERVES AND RESOURCES

**Mineral reserves with planning permission will be safeguarded from development that would prevent their extraction at:**

- i. **Creigiau Quarry;**
- ii. **Taffs Well Quarry;**
- iii. **Ton Mawr Quarry; and**
- iv. **Blaengwynlais Quarry.**

**Preferred Areas of known resources suitable for the future working of Limestone have been identified as extensions to:**

- v. **Creigiau Quarry; and**
- vi. **Ton Mawr Quarry.**

**5.357** The aim of this Policy is to protect identified mineral limestone reserves and resources from incompatible forms of development that could cause sterilisation and prevent them from being worked, so that they remain available for future generations.

**5.358** This Policy expands on Policy KP11 and aims to protect existing mineral reserves and potential resources from development that would preclude their future extraction. It corresponds with guidance contained in PPW, a key principle of which is to provide mineral resources to meet society's needs and to safeguard resources from sterilisation.

**5.359** Mineral reserves are sites with planning permission for mineral working. Cardiff has several mineral reserves, which are identified on the Proposals Map. These are limestone quarries which are active at present, or those which have planning permission for the working of limestone. Preferred Areas of known resources are sites within the County considered suitable for the future working of limestone. These areas are identified on the Proposals Map.

**5.360** Permanent development on, or close to, mineral reserves or resources can mean that the minerals become sterilised or future extraction hindered. The identified reserves and resources will be protected from incompatible forms of development in order to prevent this. Incompatible forms of development include premature in-filling with waste or other material, and permanent building development. Policy

M4 on Minerals Buffer Zones further protects such areas by defining buffer zones around identified reserves and resources, within which neither mineral working nor housing and other similarly sensitive development will be permitted.

## **M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE**

**The extension or deepening of existing mineral workings will be favoured in preference to the release of new sites and, with the exception of the lateral extensions of Creigiau and Ton Mawr Quarries referred to in Policy M1, deepening will be preferred to lateral extension. Applications to extend or deepen mineral workings will be permitted where it can be demonstrated that:**

- i. There are environmental improvements at the site which can be justified by the addition of new reserves, or traded off by the giving up of existing reserves, or;**
- ii. The addition of new reserves preserves the productive capacity of Cardiff to meet its sub regional apportionment commitments; or**
- iii. There are operational benefits in permitting further reserves that will lead to more efficient exploitation of the resource;**
- iv. It should also be demonstrated that such an approach will not cause unacceptable harm to the environment, including consideration of impacts relating to access, noise, air quality, landscape and visual effects, ecology, soil resources, hydrology and hydrogeology, blast vibration and cultural heritage, and in the case of Creigiau Quarry, the objectives of Policy M3 are delivered as part of an extension or deepening application.**

**5.361** The extent of Cardiff's existing minerals landbank means it is unlikely that there will be a need to grant any further permissions for mineral resource release within the Plan period. The Regional Technical Statement 1st Review (August 2014) states that based on current information Cardiff has a surplus of permitted reserves and no further allocations are necessary. However, it also notes that these conclusions do not take into account all factors that may be material to ensuring an adequate and steady supply of aggregates for appropriately located sources including the technical capability of one type of aggregate to interchange for another, the relative environmental cost of substitution of one type of aggregate by another, the relative environmental effects of changing patterns of supply and whether adequate production capacity can be maintained to meet the required level of supply. The purpose of this Policy is to set out the sequential test approach which would be used to guide the future release of mineral resources, should this be necessary.

- 5.362** This Policy expands on Policy KP11 and promotes and supports the efficient use of minerals. The Policy accords with guidance contained in PPW which recognises that extensions to existing minerals workings are often more generally acceptable than new greenfield sites
- 5.363** Generally, the continuation of quarrying at existing sites is preferable to the environmental and financial upheaval of shifting production to new sites. In addition, the deepening of sites is preferred to lateral extension as it minimises the area of land given over to working and ensures the best use of existing reserves. However, in determining the best option, consideration will need to be given to possible environmental and restoration implications and for this reason an exception is made for Creigiau quarry where the objectives of Policy M3 to swap reserves for less environmentally sensitive reserves will be delivered as part of an extension or deepening application.
- 5.364** The life of any reserves released will be restricted to enable new technology and new environmental expectations to be reflected, without compromising the ability of operators to amortise their investment in plant. In addition, reserves will not be released prematurely to avoid sterilisation of land, and to ensure operators maximise the use of the existing site before moving into new areas. This will also help ensure the older site can be restored earlier.
- 5.365** In determining the best option, consideration will need to be given to the possible impact on the environment, natural heritage and built heritage.

### **M3: QUARRY CLOSURES AND EXTENSION LIMITS**

**Measures to prevent further mineral working and, where appropriate, to secure restoration and landscaping works at the earliest opportunity, will be sought at the following sites:**

- i. **Cefn Garw Quarry, Tongwynlais;**
- ii. **Highland Park Brickworks, Ely;**
- iii. **West End Brickworks, Ely; and**
- iv. **Southern and western parts of Creigiau Quarry.**

- 5.366** The aim of this Policy is to introduce measures to prevent further extraction of minerals at the sites above, as shown on the Proposals Map, as mineral working is no longer considered appropriate at these locations.
- 5.367** This Policy expands on Policy KP11. It accords with guidance contained in PPW, which states that inactive sites with planning permission for future working which are considered unlikely to be activated for the foreseeable future should be identified in the development plan and should be the subject of a suitable strategy.

- 5.368** The Policy identifies three mineral sites ((i) to (iii) above) and parts of Creigiau Quarry where mineral working is no longer considered appropriate by modern standards.
- 5.369** Cardiff contains several quarries for limestone or brick-earth that have not been worked for many years and in many cases have either re-vegetated naturally or have been put to alternative uses. For example, the part of Ely Brickworks within Cardiff has now been largely covered by the Ely Link Road. Despite long periods of disuse or alternative uses of some sites, planning permissions for mineral extraction still exist and could be reactivated at these sites. The sites identified have been effectively abandoned by the minerals industry for many years. By today's environmental standards, they are no longer suitable for mineral working and so are not needed for mineral purposes.
- 5.370** To eliminate any doubt over possible re-working at the sites outlined in (i) to (iv) above, measures to prevent further extraction and secure restoration and landscaping works will be pursued. Measures will include the use of Prohibition Orders to ensure that no further working can take place at Cefn Garw Quarry, Tongwynlais, Highland Park Brickworks, Ely and West End Brickworks, Ely and closure of the southern and western parts of Creigiau quarry through a legal agreement with the site owners to relinquish these areas in favour of a new area set out in Policy M1 of the Plan and identified on the Proposals Map.

#### **M4: MINERALS BUFFER ZONES**

**Within the minerals buffer zones no mineral working, housing or other sensitive development will be permitted.**

- 5.371** The aim of this Policy is to provide an explanation of the minerals buffer zones identified on the Proposals Map. The purpose of the buffer zones is to protect identified mineral reserves and resources from incompatible development which could sterilise them, and to reduce the environmental impact of quarrying by separating sensitive developments and mineral working.
- 5.372** This Policy expands on Policy KP11 and aims to protect existing mineral reserves and potential resources from development that would preclude their future extraction. Guidance contained in PPW indicates that buffer zones should be defined in order to provide areas of protection around permitted and proposed mineral working. MTAN1: Aggregates indicates a minimum set distance for buffer zones of 200m, and that within buffer zones no new sensitive development or mineral extraction should be approved.
- 5.373** Buffer zones have been drawn around all minerals reserves (sites with planning permission for mineral working) and resources (sites identified as suitable for future mineral working) indicated on the Proposals Map. The purpose of buffer

zones is to protect identified mineral reserves and resources from incompatible development which could sterilise them, and to ensure a separation distance between potentially conflicting land uses. The size of each buffer zone is appropriate to the environmental impact of the quarry, particularly the effects of ground vibration from blasting operations.

- 5.374** Sensitive development includes land uses most susceptible to adverse impact from quarrying, such as housing, schools and hospitals. These uses will be resisted within buffer zones. Some less sensitive development, where a lower standard of amenity could be tolerated, such as industrial land uses, offices and developments ancillary to the mineral working may be considered acceptable within buffer zones. Buffer zones also ensure that the environmental impact of quarrying on residents is minimised, particularly where mineral working and new residential developments are separated.
- 5.375** Since minerals can only be worked where they occur, this policy will be afforded greater weight than policies favouring quarry-sensitive development that could be located elsewhere.

## **M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS**

**Proposals for mineral working or for related plant and buildings will be permitted only where firm proposals are included for the reinstatement of the site to a condition fit for an appropriate after-use supported, where relevant, by adequate after-care proposals. Appropriate reinstatement and after-care proposals will similarly be required when existing controls are reviewed. In drawing up restoration proposals, mineral operators will be encouraged to:**

- i. Undertake progressive restoration;**
- ii. Make beneficial use of mineral waste generated by mineral operations;**
- iii. Consider whether restoration can contribute to nature conservation targets set out in the Local Biodiversity Action Plan.**
- iv. New uses of former mineral workings other than those appropriate to a rural area will not be permitted without special justification. Proposals to carry out safety works at derelict or dormant sites will be favoured.**

- 5.376** The aim of this Policy is to ensure that all proposals for mineral working or related development are accompanied by plans for restoration and suitable after-use of the site, or after-care where appropriate.

- 5.377** This Policy expands on Policy KP11. The policy accords with objectives contained in PPW and MTAN 1: Aggregates which aim to achieve a high standard of restoration and aftercare, and provide for beneficial after-uses when mineral working has ceased.
- 5.378** This Policy will be applied in order to avoid dereliction and uncertainty by requiring all applications for mineral working, including reviews of existing permissions, to be accompanied by effective proposals to ensure restoration and after-care of the site once mineral working finishes. This applies equally to ancillary plant and buildings and to secondary industry, whose presence is normally only justified by the existence of the mineral working site. It is essential to avoid dereliction and uncertainty once mineral working ends, and to ensure the site is left in a safe and usable condition and restored to a high standard suitable for its agreed after-use. Operators will generally be expected to agree the broad aims of the restoration scheme at the outset, to keep those aims under regular review throughout working and to implement the scheme forthwith. The choice of after-use will depend on many issues including the location, final landform, availability and quality of soils or other restoration materials, and neighbouring land uses.
- 5.379** Where restoration is to agricultural or amenity use, appropriate after-care proposals will be needed. A separate planning permission is likely to be required for any after-use except agriculture, forestry, nature conservation or certain forms of informal recreation which do not normally require planning permission.
- 5.380** Proposals for new quarries or major extensions will be expected to be accompanied by detailed soil and habitat surveys. Comprehensive programmes for the stripping and storage of topsoil, subsoil and conservation of other soil-making materials should form part of the initial restoration proposals, which will be expected to provide for phased and progressive restoration of worked out areas.
- 5.381** Restoration can provide opportunities for creating and enhancing sites for nature conservation and contributing to the targets in the UK Biodiversity Action Plan and Local Biodiversity Action Plan.

## **M6: SAND WHARF PROTECTION AREAS**

**The sand wharves shown on the Proposals Map will be protected against development which would prejudice their ability to land marine dredged sand and gravel. Proposals for the provision and improvement of landing and distribution facilities for marine dredged aggregates within the sand wharves shown on the Proposals Map will be favoured where there will be no unacceptable harm to the environment.**

- 5.382** Marine sources currently supply the majority of fine aggregate construction needs for Cardiff. This Policy provides a framework for the protection of existing wharves and the assessment of applications for new or improved sand and gravel wharves and related facilities.
- 5.383** This Policy expands on Policy KP11. The Policy accords with guidance contained in Interim Marine Aggregates Dredging Policy (2004) which indicates that the use of marine dredged sand and gravel will continue for the foreseeable future where this remains consistent with the principles of sustainable development. It accords with the Regional Technical Statement 1st Review (2014) which requires the protection of existing and potential wharves.
- 5.384** Although marine dredging is outside the control of the Council, it is necessary to ensure that existing wharves are protected and that appropriate landing and distribution facilities are provided to ensure this important source of construction materials remains available. Without it, the County would have to accept greater demands on land-based sources and more costly imports.
- 5.385** In response to concerns about the long-term effects of dredging on coastal erosion, Interim Marine Aggregates Dredging Policy (2004) proposes a more cautious approach to dredging and seeks a more balanced approach to the sourcing of supplies for fine aggregates in South Wales. Although this may lead to long-term changes in supply patterns, in the short term the present pattern of supply is likely to continue, and it is therefore prudent to ensure that facilities which enable current levels of supply to be maintained are protected and new facilities favoured.
- 5.386** Operations involving the trans-shipment of minerals do not normally need specific planning permission within the operational area of the port. However, secondary processes including the manufacture or treatment of mineral products usually need permission. Where proposals are submitted they will need to demonstrate minimal impact on the environment. Where proposals are likely to have significant effects upon the environment, applications may be subject to Environmental Impact Assessment. Additionally, proposals will need to have regard to the Severn Estuary SSSI/SAC/SPA and Ramsar site and where proposals are likely to have a significant effect on an international site, an appropriate assessment of the proposal would be undertaken.

## M7: SAFEGUARDING OF SAND AND GRAVEL, COAL AND LIMESTONE RESOURCES

**Development will not be permitted within the Sand and Gravel, Coal and Limestone Safeguarding Areas shown on the Proposals Map that would permanently sterilise these mineral resources unless:**

- i. The applicant can demonstrate to the satisfaction of the Local Planning Authority that the mineral concerned is no longer of any resource value or potential resource value; or**
- ii. The mineral can be extracted satisfactorily prior to the incompatible development taking place; or**
- iii. The incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not either sterilise the resource or inhibit extraction within the timescale that the mineral is likely to be needed; or**
- iv. There is an overriding need for the incompatible development which overrides the need for the resource, including a requirement for prior extraction if practicable.**

**5.387** The aim of this Policy is to ensure that the sand and gravel, coal and limestone safeguarding areas identified on the Proposals Map are protected from development that would cause its sterilisation and safeguarded for the future, should a need for these resources arise. In order to ensure this the Policy sets out a range of criteria against which proposals for development will be assessed.

**5.388** This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with guidance contained in PPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need. It also accords with MTAN1: Aggregates which states that land based sand and gravel resources must be safeguarded for potential use by future generations in view of their relatively limited regional availability and MTAN2: Coal which requires the safeguarding of mineral resources.

### **Sand and Gravel Safeguarding Area**

**5.389** At present, marine dredged sources provide the majority of fine aggregate required to meet construction needs within Cardiff. In the short term this supply pattern is unlikely to change significantly. In view of the existing pattern of dredged aggregate supply, it is very unlikely that sand and gravel resources will need to be released for development within the Plan period. However, in light of concerns regarding the sustainability of the current pattern of marine dredged aggregate supplies, it is necessary for land-based sand and gravel resources to be

safeguarded for potential use in the future. This Policy will be used to resist all forms of permanent development in the sand and gravel resource area shown on the Proposals Map. Land-based sand and gravel could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources, as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere.

### Coal Safeguarding Area

- 5.390** Current energy supply does not necessitate the working of coal resources within Cardiff, and this situation is highly unlikely to change in the short term. Consequently, it is unlikely that it will be necessary to release coal resources for working to provide for energy needs in the Plan period. However, it is prudent to ensure that the coal resources identified are protected from sterilisation to maintain their potential for use in the future, should this become necessary.
- 5.391** In accordance with guidance set out in MTAN2: Coal all international and national designations of environmental and cultural importance have been excluded from the Coal Safeguarding Area and a 200 metre margin has been included to protect the setting of Ancient Monuments. All coal resources outside these designations are identified on the Proposals Map. Where safeguarded coal resources abut defined settlement boundaries, a 500m area where coal working will not be acceptable has been shown. Although this area includes safeguarded coal resources, it identifies the area of land within which future coal extraction will generally not be acceptable, subject to the exceptions in paragraph 49 of MTAN2: Coal. Further details are set out in Policy M8: Areas where Coal Working is not Acceptable.
- 5.392** Coal could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere.

### Limestone

- 5.393** Currently there is a sufficient landbank of limestone reserves in the County for the Plan period and, should the landbank not prove sufficient, the limestone resource areas identified in Policy M1 would be considered before any of the safeguarded areas shown on the Proposals Map. Given this, it will not be necessary to release any of the safeguarded areas for working to provide for aggregates needs over the Plan period. However, it is prudent to ensure that the limestone resources identified are protected from sterilisation to maintain their potential for use in the future, should this become necessary.

**5.394** The designation as a safeguarded area does not indicate an acceptance of sand and gravel, coal or limestone working in that area.

**5.395** In addition to the resources outlined above the Aggregates Safeguarding Maps of Wales identifies a small amount of Category 1 Sandstone HSA (High Specification Aggregate) resources in the extreme north west of the County. As this area lies wholly within the Coal Safeguarding Area outlined above it is not identified separately on the Proposals Map as it is already protected from sterilisation and safeguarded for the future, should a need for these resources arise.

## **M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE**

**Future coal extraction will not be permitted within the Areas where Coal Working will not be Acceptable as shown on the Proposals Map unless exceptional circumstances show a smaller area is appropriate.**

**5.396** The aim of this Policy is to protect the amenity of existing residential areas and international and national designations of environmental and cultural importance by ensuring that an appropriate area where coal working will not be acceptable is maintained between future coal working and residential areas and environmental and cultural designations are protected. The Policy accords with guidance contained in PPW and MTAN2: Coal.

**5.397** All coal resources outside international and national designations of environmental and cultural importance up to settlement boundaries are identified on the Proposals Map and the policy identifies the area of land within which future coal extraction will generally not be acceptable by defining a 500m area where coal working will not be acceptable from existing residential areas. This accords with guidance set out in MTAN2: Coal which states that Coal working will generally not be acceptable within 500 metres of settlements unless there are exceptional circumstances and that an area where coal working will not be acceptable should be shown on the Proposals Map.

**5.398** MTAN2: Coal sets out factors that could justify exceptional circumstances where a smaller area where coal working will not be acceptable may be appropriate. These include:

- Where coal working provides the most effective solution to prevent risks to health and safety arising from previous mineral working;
- To remediate land damaged by shallow coal workings or mine waste, where coal extraction appears to be the most sustainable option;

- Where topography, natural features such as woodland, or existing development, would significantly and demonstrably mitigate impacts;
- Where major roads or railways lie between the settlement and the proposed operational area and coal working would not result in appreciable cumulative and in-combination effects;
- Where the surface expression of underground working does not include the significant handling or storage of the mineral or waste;
- When the proposal is of overriding significance for regeneration, employment and economy in the local area; or
- Where extraction would be in advance of other, permanent, development which cannot reasonably be located elsewhere.

**5.399** In accordance with guidance in MTAN2: Coal where such exceptions justify surface working within 500m of a settlement, the area of working should be restricted to the area reasonably necessary for remediation and the best balance between the scale, working-method and the timing of individual phases, the opportunities for early restoration and aftercare, and hours of working will be sought. In order to justify working within 200 metres of a settlement strong evidence of the necessity for remediation, including the evaluation of options will be required and the social and environmental impacts on the affected settlement must be carefully weighed.

## 8. WASTE

### W1: SITES FOR WASTE MANAGEMENT FACILITIES

**Proposals for the development of waste management facilities will be permitted where:**

- i. **There is a demonstrable need assessed against regional requirements;**
- ii. **They conform with the waste hierarchy and the principles contained in the Waste Framework Directive of An Integrated and Adequate Network; Nearest Appropriate Installation; Self Sufficiency and Protection of Human Health and the Environment;**
- iii. **They would not cause unacceptable harm to the environment, built heritage or to human health;**
- iv. **They include acceptable proposals for restoration, aftercare and after-use, including the beneficial after-use of by-products;**
- v. **They would not endanger aviation safety;**
- vi. **They include acceptable proposals for the protection of adjoining and nearby land from landfill gas and leachate migration or contamination;**
- vii. **They are not located within an area at risk from flooding;**
- viii. **They would not cause unacceptable air, noise or light pollution, dust, vibration or odours, or attract excessive vermin;**
- ix. **They provide safe means of access to the highway and adequate on-site parking and turning facilities; and**
- x. **They are accompanied by a Waste Planning Assessment containing sufficient information to enable an assessment of the proposal.**

**Facilities for the handling, treatment and transfer of waste will generally be encouraged towards existing use class B2 general industrial land.**

**5.400** The purpose of this Policy is to provide a framework for the assessment of planning applications for waste management facilities.

**5.401** This Policy expands on Policy KP12. The Policy accords with the National Waste Strategy for Wales: Wise About Waste (2002); Towards Zero Waste (2010); The Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21: Waste (2014).

**5.402** It is anticipated that applications will come forward within the Plan period for new waste management facilities. Applications are likely to include waste disposal, processing, recycling and transfer of waste. The need for waste facilities will be assessed against the Collections, Infrastructure and Markets Sector Plan and capacity requirements established through regional monitoring, as set out in TAN 21.

- 5.403** The 'waste hierarchy' advocates a sequential approach to waste management. At the top of the hierarchy is waste prevention and re-use, followed by preparation for reuse, recycling, recovery and finally (i.e. least favoured) disposal.
- 5.404** Waste facilities will generally be encouraged towards existing general industrial areas (use class B2), unless it can be demonstrated that they could be acceptably located elsewhere, or unless assessment of the proposal indicates that more onerous locational standards should apply.
- 5.405** The Regional Waste Plan 1st Review (2008) contains Areas of Search Maps which TAN 21 indicates remain relevant for use in identifying potential new sites for in-building and open-air waste management/resource recovery facilities. Developers are encouraged to use the recommendations to assist in the identification of suitable sites.
- 5.406** Planning applications for waste management facilities should be accompanied by a Waste Planning Assessment containing sufficient information to enable an assessment of the application and its contribution to meeting the requirements set out in the Collections, Infrastructure and Markets Sector Plan. Information to be provided should include:
- Waste Policy Statement (contribution to the CIM Sector Plan, need and locational requirements, demand, identification of markets, current shortfall in treatment capacity, consultation);
  - Time-scale (lifespan of the operation, days and hours of operation);
  - Types and quantities of waste to be managed;
  - Design, layout, buildings and plant;
  - Amenity and nuisance;
  - Air pollution;
  - Energy efficiency.
- 5.407** Further details are contained in Annex B of TAN 21 (2014). Where appropriate, proposals should be accompanied by a formal environmental assessment and Health Impact Assessment. In assessing such proposals, close consultation will be undertaken with Natural Resources Wales and conditions will be attached to any permissions and/or legal agreements sought to ensure adequate environmental safeguards and controls.
- 5.408** Further guidance on the application of the Policy will be set out in the Locating Waste Management Facilities SPG.

## W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

**Where appropriate, provision will be sought in all new development for facilities for the storage, recycling and other management of waste.**

- 5.409** The purpose of this Policy is to ensure that adequate provision is made for waste management facilities within new developments, in order to aid the Council in meeting the challenging waste recycling targets set by European and national targets.
- 5.410** The Policy accords with TAN21: Waste, The National Waste Strategy for Wales: Wise About Waste (2002) and Towards Zero Waste (2010).
- 5.411** Targets set out in Wise About Waste (2002) mean that the Council is required to be more proactive in managing waste. It is important that new development is designed to incorporate facilities for waste management to encourage waste reduction, recycling, composting and separation at source. This Policy will be used to ensure that adequate storage and collection facilities are provided in all appropriate new developments.
- 5.412** The general requirement for all developments will be to provide:
- On-site waste, recycling and composting, separation and storage facilities;
  - Communal waste, recycling and composting, separation and storage facilities for larger developments;
  - Access arrangements for refuse vehicles and personnel for collection purposes.
- 5.413** Facilities provided should be secure, unobtrusive and easily accessible. Further detailed guidance on matters such as the types of facilities required and their design will be set out in SPG.

# 6

## Monitoring and Implementation



- 6.1** Monitoring the effect of planning policies is the principle way through which the effectiveness of implementing the LDP can be assessed. The monitoring process helps to positively identify key issues and questions such as:
- Which policies are being implemented successfully – i.e. their effectiveness in determining planning applications and in withstanding appeals.
  - Whether policies are having their intended output.
  - If policies are not working well, what actions are needed to address them?
  - What changes to the evidence base has occurred or needs to take place?
  - What gaps can be identified that should be addressed by the LDP?
  - If an amendment of policies or complete review of the LDP is required.
- 6.2** The Council is required to submit an Annual Monitoring Report (AMR) to Welsh Government by 31st October each year following adoption of the LDP as set out in Section 37 of the Town and Country Planning (Local Development Plan) Regulations 2005 (the Regulations). Having a clear mechanism for the monitoring of the LDP is one of the ‘Tests of Soundness’ considered in the Examination of the LDP by the Planning Inspector.
- 6.3** The LDP Manual explains that the Annual Monitoring Report process should not just be about data collection, but about taking a forward looking action-orientated approach which may raise issues that need to be addressed and will help form the basis for a review of the LDP.
- 6.4** The LDP is subject to a four year review period with an interim target therefore of Autumn 2019. However, a full revision of the LDP is only likely to be required in certain circumstances, for example where new legislation or guidance is released, significant changes to forecasts occur or where LDP objectives are not being effectively delivered. It is a combination of all of these factors, together with the issues raised in the AMR which may warrant consideration of a partial or full review. It would not be based solely on whether an individual target was being met or policy having a specific outcome.
- 6.5** The LDP Manual acknowledges that data cannot be collected for every policy in the Plan; it would lead to an unnecessarily large and complicated document. It suggests that key policy areas are monitored consistently to allow for trends to be recognised. Where possible, use will be made of existing information being collected.
- 6.6** It is important to recognise that the monitoring process can be a complex task, particularly where there is a lack of consistent data or if there is doubt an outcome can be solely attributed to development plan policies. There may also be difficulties in monitoring certain impacts on an annual basis when some changes take a longer time to materialise. Therefore, careful attention has been given to gathering the right volume and grain of data.

- 6.7** A set of indicators have been comprised which will act as a benchmark in measuring performance. Indicators will be noted as either 'Contextual', 'Core' or 'Local'.
- Contextual Indicators – These are broad indicators which help monitor the effectiveness of the LDP at a strategic level and are designed to give an overall picture of how Cardiff as a whole is performing.
  - Core Indicators – The Local Development Plan Manual (2006) sets out a number of core output indicators which are considered to be essential for assessing implementation of national policy.
  - Local Indicators – The Council has identified local indicators which are more specific to Cardiff and considered important in monitoring the effectiveness of the LDP.
- 6.8** All indicators are linked to monitoring targets which set out the position that needs to be achieved in order to help deliver the LDP Strategy. If monitoring targets are not being met, trigger points are included to assess the extent to which circumstances have diverged from the target. The trigger points will indicate if certain parts of the Plan are not achieving their desired outcomes. If these trigger points are activated then the AMR will consider the necessary action which is required.
- 6.9** In setting trigger points, the principle adopted has been to set strict activation points rather than building in wide margins of delivery significantly below or above the target based on Plan policies. Therefore, where trigger points are based on numerical delivery rates, a trigger of 10% above or below the target has been adopted. In this way trigger activation enables the understanding of the reasons lying behind and consideration of whether any improvements can be made to make Plan implementation as effective as possible.
- 6.10** In this respect, careful consideration will be given to the likely underlying reasons for the activation of any trigger points. This will inform whether reasons reflect external factors or national trends largely outside the scope of the effectiveness of LDP policy implementation or whether reasons may be more directly related to the Plan or local factors. In such situations a range of appropriate corrective actions can be considered. Such actions are set out in more detail fully below.
- 6.11** Options are available to the Council with respect to each indicator, monitoring target and trigger point. The AMR will assess the severity of the situation associated with each indicator and recommend an appropriate response in accordance with the following table:

**Continue Monitoring (Green)**

Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.

**Training Required (Blue)**

Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.

**Supplementary Planning Guidance Required (Purple)**

Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.

**Further Research (Yellow)**

Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.

**Policy Review (Orange)**

Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.

**Plan Review (Red)**

Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.

# 7

## List of Appendices

# 7

## List of Appendices

222

Cardiff Local Development Plan 2006 - 2026 Adopted Plan

- Appendix 1: List of Key and Detailed Policies
- Appendix 2: National and Regional Policy Framework
- Appendix 3: The Cardiff Context and Key Issues
- Appendix 4: Supplementary Planning Guidance (SPG)
- Appendix 5: Sites over 10 Dwellings
- Appendix 6: Heritage Assets Areas of Protection
- Appendix 7: Designated Sites
- Appendix 8: District and Local Centres
- Appendix 9: Monitoring Framework
- Appendix 10: Summary of LDP process
- Appendix 11: Tests of Soundness Self-Assessment
- Appendix 12: List of Supporting Documents
- Appendix 13: List of the Evidence Base
- Appendix 14: Bibliography

# Appendix 1: List of Key and Detailed Policies

# Appendix 1: List of Key and Detailed Policies

## KEY POLICIES

- KP1: LEVEL OF GROWTH
- KP2: STRATEGIC SITES
- KP2 (A): CARDIFF CENTRAL ENTERPRISE ZONE AND REGIONAL TRANSPORT HUB
- KP2 (B): FORMER GAS WORKS, FERRY ROAD
- KP2 (C): NORTH WEST CARDIFF
- KP2 (D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU
- KP2 (F): NORTH EAST CARDIFF (WEST OF PONTPRENNAU)
- KP2 (G): EAST OF PONTPRENNAU LINK ROAD
- KP2 (H): SOUTH OF ST MELLONS BUSINESS PARK
- KP3 (A): GREEN WEDGE
- KP3 (B): SETTLEMENT BOUNDARIES
- KP4: MASTERPLANNING APPROACH
- KP5: GOOD QUALITY AND SUSTAINABLE DESIGN
- KP6: NEW INFRASTRUCTURE
- KP7: PLANNING OBLIGATIONS
- KP8: SUSTAINABLE TRANSPORT
- KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS
- KP10: CENTRAL AND BAY BUSINESS AREAS
- KP11: CRUSHED ROCK AGGREGATES AND OTHER MINERALS
- KP12: WASTE
- KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS
- KP14: HEALTHY LIVING

- KP15: CLIMATE CHANGE
- KP16: GREEN INFRASTRUCTURE
- KP17: BUILT HERITAGE
- KP18: NATURAL RESOURCES

## **DETAILED POLICIES**

### **HOUSING**

- H1: NON-STRATEGIC HOUSING SITES
- H2: CONVERSION TO RESIDENTIAL USE
- H3: AFFORDABLE HOUSING
- H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES
- H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES
- H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE
- H7: SITES FOR GYPSY AND TRAVELLER CARAVANS

### **ECONOMY**

- EC1: EXISTING EMPLOYMENT LAND
- EC2: PROVISION OF COMPLEMENTARY FACILITIES FOR EMPLOYEES IN BUSINESS, INDUSTRIAL AND WAREHOUSING DEVELOPMENTS
- EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES
- EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS
- EC5: HOTEL DEVELOPMENT
- EC6: NON-STRATEGIC EMPLOYMENT SITE
- EC7: EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE

# Appendix 1: List of Key and Detailed Policies

## **ENVIRONMENT**

### **Countryside Protection**

- EN1: COUNTRYSIDE PROTECTION
- EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE

### **The Natural Environment**

- EN3: LANDSCAPE PROTECTION
- EN4: RIVER CORRIDORS
- EN5: DESIGNATED SITES
- EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY
- EN7: PRIORITY HABITATS AND SPECIES
- EN8: TREES, WOODLANDS AND HEDGEROWS

### **The Historic Environment**

- EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT

### **Natural Resources**

- EN10: WATER SENSITIVE DESIGN
- EN11: PROTECTION OF WATER RESOURCES

### **Renewable Energy**

- EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

### **Pollution**

- EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION

## **Flood Risk**

- EN14: FLOOD RISK

## **TRANSPORT**

- T1: WALKING AND CYCLING
- T2: STRATEGIC RAPID TRANSIT & BUS CORRIDORS
- T3: TRANSPORT INTERCHANGES
- T4: CENTRAL TRANSPORT HUB
- T5: MANAGING TRANSPORT IMPACTS
- T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES
- T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE
- T8: STRATEGIC RECREATIONAL ROUTES
- T9: CARDIFF CITY REGION 'METRO' NETWORK

## **RETAIL**

- R1: RETAIL HIERARCHY
- R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA
- R3: PROTECTED SHOPPING FRONTAGES
- R4: DISTRICT CENTRES
- R5: LOCAL CENTRES
- R6: RETAIL DEVELOPMENT (OUT OF CENTRE)
- R7: RETAIL PROVISION WITHIN STRATEGIC SITES
- R8: FOOD AND DRINK USES

# Appendix 1: List of Key and Detailed Policies

## COMMUNITY

- C1: COMMUNITY FACILITIES
- C2: PROTECTION OF EXISTING COMMUNITY FACILITIES
- C3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS
- C4: PROTECTION OF OPEN SPACE
- C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT
- C6: HEALTH
- C7: PLANNING FOR SCHOOLS

## MINERALS

- M1: MINERAL LIMESTONE RESERVES AND RESOURCES
- M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE
- M3: QUARRY CLOSURES AND EXTENSION LIMITS
- M4: MINERALS BUFFER ZONES
- M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS
- M6: SAND WHARF PROTECTION AREAS
- M7: SAFEGUARDING OF SAND AND GRAVEL, COAL AND LIMESTONE RESOURCES
- M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE

## WASTE

- W1: SITES FOR WASTE MANAGEMENT FACILITIES
- W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT



## Introduction

**A2.1** Cardiff's LDP must take into account relevant policies and guidance relating to Wales, the city-region and other approved policies relating to the local area.

## LDP legislation and guidance

**A2.2** Every local planning authority in Wales must prepare a LDP for its area. This is known as a 'plan-led' system and together with other relevant plans, strategies and policies, provides the framework for planning in Cardiff. The main relevant legislation and guidance relating to LDPs is as follows:

- Planning and Compulsory Purchase Act 2004 - Requires the Council to prepare an LDP and, in doing so, to have regard to its Community Strategy and national policy including the Wales Spatial Plan (WSP);
- The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005- Outlines the details of how the LDP system will be operated. This includes the need for LDPs to have regard to the Waste Strategy for Wales, Regional Waste Plans, Regional Transport Plan and Local Housing Strategies; and
- Additional guidance on the preparation of LDPs has been prepared by the Welsh Government and includes:
  - Local Development Plans Wales (2005)
  - Local Development Plan Manual (2006)
  - Planning Your Community: A Guide to Local Development Plans (2006)
  - Guide to the examination of Local Development Plans (2006)

## National policy framework

**A2.3** The Welsh Government's national land use policies are set out in **Planning Policy Wales (Edition 5, November 2012)** and **Mineral Planning Policy Wales (2001)**. These are supplemented by Technical Advice Notes and Circulars. Planning Policy Wales sets out how the land use planning system can help achieve the Welsh Government's goals of:

- Sustainable Development - meeting the needs of the present without compromising the ability of future generations to meet their own needs;
- Building a dynamic and advanced economy - supporting economic regeneration, creating wealth and good quality jobs;
- Tackling social disadvantage - developing an inclusive society where everyone has the chance to fulfil their potential; and
- Equal Opportunities - promoting a culture in which diversity is valued and equality of opportunity is a reality.

- A2.4** Chapter 2 of PPW sets out further information on Development Plan coverage.
- A2.5 People Places Futures: The Wales Spatial Plan (2008 update)** provides a strategic framework to guide future development and policy interventions across Wales, beyond the scope of formal land use planning control. The Spatial Plan places Cardiff at the centre of the South East - 'Capital Network' - area of Wales, for which its vision is of, " An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and Europe, helping to spread prosperity within the area and benefiting other parts of Wales".
- A2.6** The Spatial Plan acknowledges that it is important for Wales as a whole that Cardiff becomes significant internationally and that, to achieve this, the city needs to be the focal point of a coherent and successful urban network in south east Wales. Integrated transport is identified as being crucial to the area effectively functioning in this way; and achieving this in ways which reduce reliance on private cars, through improved public transport links.
- A2.7** Of particular relevance, the Spatial Plan also identifies:
- The City Coastal Area will function as a networked city-region, on a scale to realise its international potential, its national role and to reduce inequalities;
  - The success of the City Coastal Area relies on Cardiff developing its capital functions, together with strong and distinctive roles of other towns and cities;
  - The overall priority is to make better use of the area's existing transport infrastructure to deliver more sustainable access to jobs and services;
  - The pressure to provide more housing and employment should be managed so as to fit in compatibly with conservation of the landscape, environment and community strength of this area; and
  - Substantial growth of housing in the coastal zone should also be compatible with the health of housing markets in the Heads of the Valleys and Connections Corridor.
- A2.8** The **Environment Strategy for Wales (2006)** outlines the Welsh Government's long-term strategy for the environment of Wales, setting out the strategic direction for the next 20 years. The purpose of the Strategy is to provide a framework within which to achieve an environment that is clean, healthy, biologically diverse and valued by the people of Wales. Welsh Government wishes to see the environment thriving and contributing to the economic and social well-being and health of all of the people of Wales.

**A2.9 One Wales, One Planet (2009)** sets out the Welsh Government's vision of a sustainable Wales and the priority it attaches to sustainable development. This builds on the Welsh Government's legal duty to deliver sustainable development and requires all organisations in Wales to actively commit to sustainable development.

**A2.10 Economic Renewal: A New Direction (2010)** is the Welsh Government's Strategic Framework for economic development. It sets out a vision for making Wales *'one of the best places in the world to live and to work'*. The strategy outlines the Welsh Government's following priorities, which are; investing in high quality sustainable infrastructure; making Wales a more attractive place to do business; broadening and deepening the skills base; encouraging innovation and targeting support for business.

**A2.11 One Wales: Connecting the nation – The Wales Transport Strategy (2008)** is the Welsh Government's strategy for transport. It sets out how the Welsh Government intends to achieve certain social, economic and environmental outcomes. Five key areas are identified for progress:

- Reducing greenhouse gas emissions and other environmental impacts;
- Improving public transport and better integration between modes;
- Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
- Enhancing international connectivity; and
- Increasing safety and security.

**A2.12 The National Transport Plan (2010)** sets out in detail how the Welsh Government proposes to deliver the Wales Transport Strategy One Wales: Connecting the Nation over the next 5 years. The National Transport Plan builds on previous plans, adding and integrating public and community transport, walking and cycling so that investments help to deliver One Wales. The National Transport Plan sits alongside the Regional Transport Plans in delivering the Wales Transport Strategy to ensure consistency of service provision across the transport network. Together the national and regional plans seek to strengthen local service delivery and improve access to essential services such as health and education.

### Regional Policy Context

**A2.13 A Regional Transport Plan (RTP) (2010)** has been prepared by the regional transport consortium, the South East Wales Transport Alliance (Sewta), which is made up of 10 local authorities including Cardiff and other transport stakeholders. The Sewta RTP was approved by the Welsh Government in January 2010. Under the provisions of the Transport (Wales) Act 2006, the RTP replaces the Local Transport Plans formerly produced by each local authority in Wales. Welsh Government guidance requires the RTP to support the delivery of the

strategic objectives of the WSP and the Wales Transport Strategy. The RTP is a material consideration in the formulation of LDPs and decisions on land use where there is a transport dimension.

- A2.14** The Sewta RTP sets out a vision of, “A modern, accessible, integrated and sustainable transport system for south east Wales which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport and sustainable freight provide real travel alternatives”. To deliver this vision the RTP identifies a range of strategic objectives, policies, and actions, together with a five year rolling programme of schemes to develop and improve the transport network.
- A2.15** Managing demand for private car travel, making better use of the existing transport network and encouraging use of sustainable and active transport modes are key themes of the RTP which will provide the strategic framework for regional and local level transport improvements across the region.
- A2.16** The RTP recognises the critical relationship between land use and transport provision and how each affects the other. In tune with Welsh Government RTP guidance, it advocates a process of information sharing, joined-up thinking and integration to establish a consistency between the RTP and LDPs across the south east Wales region. These interactions need to embrace both LDP and Development Management elements of land use planning.
- A2.17** **The South East Wales Regional Waste Plan, First Review (RWP) (2008)** provides a land use framework to facilitate the development of an integrated network of facilities to treat and dispose of waste in south east Wales in a way that has regard for the Waste Strategy for Wales, satisfies modern environmental standards and meets targets set by European and national legislation. The document was subject to a 1st Review, the contents of which have been approved by the constituent authorities of south east Wales including Cardiff in July 2008. The Review sets out a Regional Waste Strategy indicating the preferred mix of waste management/resource recovery technologies and capacities for managing the forecast arisings of all controlled waste streams and a spatial element that guides the location of new facilities. In identifying suitable locations for new waste facilities, the LDP waste policies will assist in the development of an integrated network of facilities to treat and dispose of waste in ways that will satisfy modern environmental standards. A grouping of the authorities (Caerphilly, Cardiff, Monmouthshire, Newport and the Vale of Glamorgan) has been formed through Prosiect Gwyrdd to tackle the issue.
- A2.18** **The Regional Technical Statement (1<sup>st</sup> Review) (RTS) (2014)** has been prepared in response to Minerals Technical Advice Note 1: Aggregates (MTAN1), issued by Welsh Government in March 2004. This has a primary objective of seeking to ensure a sustainably managed supply of aggregates that are essential for

## Appendix 2: National and Regional Policy Framework

construction, by striking the best balance between environmental, economic and social costs. To achieve that objective, the RTS has been prepared by consultants on behalf the South Wales and North Wales Regional Aggregates Working Party (RAWP) to provide a strategic basis for aggregates supply for LDPs in the south Wales region until 2036. As appropriate, local planning authorities will then be expected to include allocations for aggregates provision in their area as part of the LDP process. The RTS was endorsed by Welsh Government and the constituent authorities including Cardiff in August 2014. The main recommendations arising out of the RTS for Cardiff's LDP to effectively address are:

- Confirmation that the current aggregate reserves with planning permission are sufficient to meet the 10 year landbank requirements of MTAN1;
- The need to safeguard the marine dredging wharves within Cardiff Docks; and
- The need to safeguard for potential use by future generations the one potential sand and gravel resource block within Cardiff.

# Appendix 3: The Cardiff Context and Key Issues

## The Cardiff Context and Key Issues the Plan must address

### Introduction

**A3.1** It is important that the Plan is informed by relevant information relating to Cardiff. Extensive work has been undertaken to develop a comprehensive and robust evidence base. This section summarises some of the key issues which have been identified following analysis of the information collected. Further detailed information and technical data is contained in the supporting documents which accompany this document.

### The Cardiff Context

**A3.2** The county covers some 143 square kilometres, and is the largest urban area in Wales. Approximately 53% of the county is urban with the remaining 47% formed by countryside and strategic river valleys which embraces a diverse pattern of landscapes and wide range of resources.

**A3.3** Cardiff is the key driver of the city-region economy in south east Wales which has a total population of 1.4 million. It is also the capital city of Wales and seat of National Government which further enhance Cardiff's nationally important role. This role is reinforced through its excellent range of retail, cultural, further education and sporting facilities.

**A3.4** LDPs within south east Wales local planning authorities (LPAs) have progressed at different timescales with four of the 10 LPAs having adopted LDPs, but with the majority still under preparation. The current situation is summarised in Table 1, below.

**Table 1 South east Wales local authority LDP progress and overall levels of growth (as at Deposit)**

Local Authority	Stage of Preparation	Plan Period	Overall level of growth (dwellings proposed)
Blaenau Gwent	Adopted	2006-21	3,500
Bridgend	Deposit	2006-21	9,000
Caerphilly	Adopted	2006-21	8,625
Merthyr Tydfil	Adopted	2006-21	3,800
Monmouth	Deposit	2011-21	4,000

Local Authority	Stage of Preparation	Plan Period	Overall level of growth (dwellings proposed)
Newport	Deposit	2011-26	8,750
Rhondda Cynon Taff	Adopted	2006-21	14,385
Torfaen	Deposit	2006-21	5,000
Vale of Glamorgan	Deposit	2011-26	9,950

**A3.5** In order to assist the LDP in meeting the tests of soundness relating to cross boundary issues and compatibility with LDPs prepared by neighbouring authorities, a Working Group was set up in November 2011, made up of the 10 south east Wales LPAs and other participating organisations in the South East Wales Strategic Planning Group (SEWSPG). The South East Wales Economic Forum (SEWEF) and the South East Wales Transport Authority (Sewta) were also invited to participate. The purpose of the working group was to discuss the cross-boundary implications of the emerging issues involved in the preparation of the LDP.

### Key Social Trends and Issues

**A3.6** Cardiff is the most populated local authority in Wales, with 345,400 people living in the county in 2011 (Office of National Statistics 2012) - over 11% of the total population of Wales. Some 1.4 million people live within a 45 minute drive time of the city. Cardiff's **population** has increased steadily over the past 20 years (by about 2,400 people per year) but much more rapidly since 2001 (about 3,500 per year). Welsh Government projections indicate that the number of households in Cardiff will significantly increase by 37% between 2008 and 2026 from 136,741 to 187,302 households. According to the Welsh Government projections, this is driven partly by in-migration (particularly net international migration), partly by natural population increase (births less deaths), and partly by a decline in average household size with over three quarters of the growth being for 1 and 2 person households.

**A3.7** In recent years a high proportion of new **housing** has been built on brownfield land. This has contributed to the development of many apartments and the relative under-provision of family housing. On average around 1,476 new dwellings have been built each year for the last 10 years. 14% of those were affordable (213 p.a.). 68% (1,001) p.a. were flats or apartments. Much of this development has been within the city centre and bay area and has helped to revitalise these areas

## Appendix 3: The Cardiff Context and Key Issues

and provide high quality opportunities for urban living. This is demonstrated by the fact that 94% of housing completions in the last 10 years have been on brownfield land compared to 6% on Greenfield sites.

- A3.8** The affordability of housing - particularly family housing – remains an issue that will continue to need to be addressed. At present (April 2013) there are 9,710 on the combined housing waiting list; 545 families are in temporary accommodation. These facts help indicate the scale of the **affordable housing** requirement. The Cardiff Local Housing Market Assessment update (LHMA July 2013) indicates that, based on the Welsh Government formula, 3,989 affordable dwellings are required in Cardiff for each of the next 5 years to deal with need. The social and economic importance of providing a range and choice of homes, particularly affordable housing is fully recognised in the Welsh Government White Paper Homes for Wales, “A White Paper for Better Lives and Communities” (May 2012).
- A3.9** There are two **Gypsy and Traveller** sites in Cardiff (Rover Way and Shirenewton) providing a total of 80 pitches. The population in these sites is growing and there is a demand for new sites. The Council has a legal duty to meet the need for Gypsy and Traveller sites in the Local Development Plan (Welsh Government Circular 30/2007). The latest study in 2013 found a need up to 2026 for an additional 108 pitches plus 10 transit pitches.
- A3.10** Compared with Wales and the UK, Cardiff has a higher percentage of population in age groups 15-39 years but a lower percentage in age groups from 40 upwards. The impact of the **student** population is particularly significant. According to latest data for 2010-11, the growing student resident population of 37,400 comprised around 10.8% of the city's total population (Higher Education Statistical Authority 2012 and National Statistics).
- A3.11** The **health** of Cardiff's population is not significantly different from the Welsh average. However, this headline conceals large variations in health status between richer and poorer areas. There is a north-south divide across Cardiff with a difference in life expectancy of nearly 12 years between the poorest and most affluent wards (Cardiff What Matters Headline Needs Assessment 2010 - <http://www.cardiffproudcapital.co.uk/>). Health inequality – the avoidable difference between the least and most advantaged populations - is thus evident in parts of the population. Opportunities for health are less in disadvantaged areas and health outcomes such as cardiovascular mortality are poorer.
- A3.12** In Cardiff, the greatest causes of death in people aged less than 75 years are cancer, circulatory disease and respiratory disease. Many chronic conditions are preventable by ensuring the environment is health enhancing and through the adoption of healthy lifestyles. However, over half of Cardiff's adults are clinically overweight or obese, just a quarter (25%) of adults meet recommended physical activity guidelines of undertaking at least 30 minutes of moderate intensity physical

activity on five or more days per week (the lowest across Welsh local authorities) and 35% of adults eat the recommended 5 or more portions of fruit and vegetables each day (Welsh Health Survey 2011).

<http://gov.wales/docs/statistics/2012/120919healthsurvey2011en.pdf>

- A3.13** The built and natural environment together with lifestyle behaviours contribute to improving health. Walking and cycling, access to well-maintained open spaces for physical activity and food growing plus easy access to health care facilities by active travel impact on the health of the population. Achieving and maintaining a healthy weight, protecting mental health and reducing stress levels are supported by this approach. Cardiff has a wealth of open spaces and walking and cycling rates to work/school and for leisure are increasing; there is the opportunity to protect and enhance these assets for health improvement.
- A3.14** The 2011 census statistics indicate that 16.2% of the population of Cardiff have one or more skills in the Welsh Language (ability to read, write or/and understand Welsh) and 11.1% of the County's population are able to speak Welsh. This compares with a national average of 19.0%. However there are substantial variations between the proportion of Welsh speakers in different communities in Wales, varying from below 8% to above 65%.
- A3.15** The Welsh Language Board approved Cardiff Council's revised Welsh Language Scheme 2009 to 2012 in July 2009. The Council has adopted the principle that in the conduct of public business and administration of justice in Wales, it will treat the English and Welsh languages on a basis of equality. This scheme sets out how the Council will give effect to that principle when providing services to the public in Cardiff.
- A3.16** **Community safety** is one of the top issues raised in successive Ask Cardiff Surveys. Between 2010 and 2011, Cardiff had the second highest recorded crime rate in Wales and 50 per cent higher than the average for Wales. These include violence against the person, burglary, vehicle and other theft and criminal damage. However, Cardiff's total recorded crime rate has fallen over the past eight years (with some fluctuations) and is now less than two-thirds of the figure of eight years ago. There was a 12% reduction in total crime between 2009/2010 and 2010/2011 (Home Office Statistics).
- A3.17** While Cardiff is generally a prosperous city offering a high quality of life for residents; **deprivation** (in terms of housing, physical environment, employment income, educational achievements, health) still remains an important issue that needs to be addressed. Of the 10% most deprived LSOAs (Lower Layer Super Output Area) in Wales, 15.8% are in Cardiff (Welsh Index of Multiple Deprivation 2011). Parts of Ely, Butetown and Splott are the most deprived areas of Cardiff.

## Appendix 3: The Cardiff Context and Key Issues

- A3.18** 9.5% of the total population of Cardiff live in the 10% most health deprived LSOAs (Lower Super Output Areas) in Wales (i.e. those ranked 1-190). However, this proportion varies greatly across the neighbourhood areas. Cardiff South West (23.2%) has the highest proportion of its residents living in these most deprived areas, followed by City & Cardiff South (19.0%) and Cardiff South East (14.6%). In contrast, Cardiff West (0.0%) has no areas of this kind, while just 1.5% of Cardiff North's population reside within these LSOAs. For Cardiff East the figure is 8.0%.
- A3.19** When looking at those living within the 20% most health deprived LSOAs in Wales (i.e. those ranked 1-380), it can be seen that 21.7% of Cardiff's total population live within these areas. The disparities across the city's neighbourhood areas also become more apparent. More than two-fifths (43.9%) of Cardiff South West's population live in these LSOAs, while Cardiff East (38.2%), Cardiff South East (29.9%) and City & Cardiff South (24.0%) also have proportions above the Cardiff average. In contrast, just 5.5% of Cardiff North's and 7.3% of Cardiff West's residents live in the 20% most health deprived areas.
- A3.20** **Ethnic minorities** comprise 15.5% of Cardiff's population broadly similar to the average for England and Wales (14.0%) but higher than the Wales average (4.4%) with a higher concentration of ethnic groups in Grangetown, Butetown, Riverside Adamsdown and Plasnewydd than elsewhere (ONS 2011).
- A3.21** In terms of **education, training and skill base** the proportion of Cardiff's working age population lacking any qualifications has hovered at around 13% for the past five years. However, Cardiff performs particularly well with regards to high-level skills with 39.8% of 16 to 64 year olds having NVQ level 4 or equivalent, putting Cardiff significantly above the Wales (29.3%) and UK (32.7%) averages (Annual Population Survey, 2011). In addition, 39% of Cardiff's workforce is educated to NVQ level 4 or above compared with Wales (29%) and UK (33%) (Annual Population Survey January 2011) a reflection of the four universities located within the city. However, as with other areas in the UK, it is important to recognise the link between low educational achievement and deprivation.

### Key Economic Trends and Issues

- A3.22** The economy of Cardiff is generally strong and buoyant, reflecting its position as Capital of Wales, seat of Welsh Government and the regional centre and economic driver for the wider south east Wales economy, accounting for 32% of total employment in south east Wales. Commuting patterns into Cardiff demonstrate the city's importance to the **regional economy** and the Wales Spatial Plan and Economic Renewal Programme acknowledge that maintaining Cardiff's performance is vital for the economic well-being of the region and Wales as a whole.

**A3.23** Cardiff's **employment workforce** totals 188,977 (Employee Jobs Business Register and Employment Survey 2012, ONS) approximately 40% are daily in-commuters – 88% are employed in the service sector, 6% in construction and 6% in manufacturing. Gross Value Added (GVA) is an economic measure of the value of goods and services produced in an area. In 2009 Cardiff and the Vale of Glamorgan generated £9,615 million – 22% of Welsh GVA. GVA per head in Cardiff and the Vale stood at £20,864 in 2009 – higher than both the Welsh and UK averages (ONS 2011). Unemployment in Cardiff was 4.5% in March 2013 (10,617) (Claimant Count ONS). Between 2001 and 2009 employment in Cardiff expanded by 16% compared to an overall growth of 4% in the wider south east Wales region (Source DTZ Validation of Cardiff Labour Market and Employment Scenarios, June 2011). The economic recession over the last few years has contributed to the net loss of approximately 4,733 jobs in Cardiff between 2008 and 2010 (Source ONS Business Register and Employment Survey).

**A3.24** A key challenge for the LDP is planning for the economy and meeting the need for **future jobs** within the city and the wider south east Wales region through striking a balance between the supply and demand for employment land and continuing to provide a diverse range of job opportunities. Likely future growth sectors in Cardiff over the plan period include specialist sectors relating to ICT, energy and environment, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. It is essential that the location, amount and nature of employment land allocated and protected ensures Cardiff fulfils its economic potential and also the success of the south east Wales region. This includes, for example, the designation in 2012 of a Cardiff Central Enterprise Zone providing a much needed boost to the supply of Grade A office stock for the city.

**A3.25** **Employment land** take up data for the period July 2001-July 2010 can be summarised as follows. Average take up for offices (B1a) was 28,200 square metres per annum. Average land take up was 8.1 hectares per annum for industrial and warehousing (B1b/c, B2 and B8) (Cardiff Employment Land Study Demand Assessment, DTZ, June 2011). Industrial supply currently comprises 69.7 hectares. Office supply currently comprises 426,971 square metres (Cardiff Employment Land Study Gap Analysis, Hardisty Jones Associates, April 2012).

**A3.26** Total **industrial** stock in Cardiff is approximately 19.2 million square feet of which 43% is warehousing stock, with the remainder providing more traditional industrial accommodation. However, the quality of stock has become a major issue, with only 6.1% being less than five years old. Many of the buildings within the current stock are reaching functional obsolescence and there is very little new floorspace to satisfy the emerging knowledge and technology services, which are driving demand for high specification industrial buildings, rather than the older, larger premises. Existing general industry and warehousing land is largely concentrated to the east of the city, within or in close proximity to the southern arc of deprivation

## Appendix 3: The Cardiff Context and Key Issues

which geographically contains some of the most deprived wards in Wales. Key strategic locations include Ocean Park, Splott, Capital Business Park and Wentloog Corporate Park. The Penarth Road/Leckwith area also continues to perform an important employment function, with good linkages to the south and west of the city. As a distribution location, Cardiff's location towards the western end of the UK's major transport axis means it struggles to compete against locations further to the east (Newport, Chepstow, Bristol) for major transport and distribution functions.

- A3.27** In terms of **office supply** the city centre and Bay Business Area remain the principle locations. These are also the most accessible in the city, in terms of public transport and for those commuting into the city. Out of centre growth has focused at Green Meadow Spring, Coryton, Cardiff Gate, Pontprennau, and St Mellons Business Park. Lack of grade A office space has been addressed to a degree with the development of Callaghan Square, Fusion Point and Caspian Point. However, of the 1.5 million square feet of office space available in Cardiff only 7% is grade A (DTZ Supply Audit, 2011).
- A3.28** Cardiff city centre is the main **shopping** centre for south east Wales and over the last 3 years (2009 to 2011) has been ranked the 6th top retail centre in the UK (Experian rankings). District and Local Centres provide important local facilities to the local community. However, they are particularly vulnerable to out of centre competition and changing shopping habits. As a consequence the range and quality of retail provision is under pressure in many centres. There has been a 4% reduction in terms of net retail floorspace between 2005 and 2008.
- A3.29** The regeneration of **Cardiff Bay** represents a major success story with major redevelopment and infrastructure projects being undertaken over the past two decades. Whilst significant progress has been made a number of sites remain to be implemented including the completion of developments at the International Sports Village and the media/creative industries cluster, residential development and associated uses at Roath Basin (Porth Teigr).
- A3.30** Cardiff's leisure and tourism sector generates significant economic and cultural benefits for the city through the staging of major international events at world class venues such as the Millennium Stadium and Wales Millennium Centre. Cardiff's diverse leisure and tourism offer also embraces a proud heritage, boasting a number of castles, two national museums, two cathedrals, Roman remains and acres of parks and gardens. In 2010 the city attracted a total of 18.3 million visitors (STEAM, 2010), a 25% growth since 2009. Cardiff came in at 11 in Visit Britain's rankings for overseas visits to towns and cities in 2012. The Welsh capital had 301,000 visits, and was just ahead of Leeds (299,000) and behind Brighton (345,000).

## Key Transportation Trends and issues

- A3.31** Traffic on Cardiff's roads grew on average by 9% between 2002 and 2012 (Cardiff Annual Traffic Flow Surveys, calculated using 5yr Rolling Averages). Around 56% of employed Cardiff residents travel to work by car; with 17% walking; 10% travelling by bus; 10% by cycle; 6% by rail; and the remaining 1% by other means. This compares with travel by non-car means for other journey purposes as follows: Shopping 53%; Education 59%; and Leisure 57% (Ask Cardiff Survey 2012). A large proportion of car journeys are relatively short: 25% of trips being no longer than 2km and 58% no longer than 5km (Census 2001 excluding working from home). Overall **vehicle occupancy** has increased from 1.37 per private car in 2008 to 1.41 in 2011 (Cardiff Annual Traffic Flow Surveys).
- A3.32** Cardiff has consistently experienced the highest levels of daily **inbound commuters** of any other local authority in Wales. As of 2011, this equates to nearly 77,900 people travelling into Cardiff each day by all modes, and representing around 37% of the city's total workforce. The largest numbers commute from the adjoining areas of The Vale of Glamorgan (20,500), Rhondda Cynon Taff (18,800) and Caerphilly (9,700). A total of 27,900 Cardiff residents commute outside of the authority on a daily basis, giving a net inflow of around 50,000 commuters (Annual Population Survey, 2011).
- A3.33** In terms of transport interchanges Cardiff benefits from having a co-located **central rail and bus station** within the heart of the city and within 2 hours rail travel time from London. Central rail station is used by approximately 5.75 million people each year (Source: Office of Rail Regulation, 2011-12 Station Usage Report) and significant improvements are planned for both the bus station and rail station. Its sustainable location within the heart of the city enables it to perform an important role for the south east Wales region in providing easy access to jobs and services.
- A3.34** Travel on **rail services** into Cardiff has increased considerably, with passenger numbers at Cardiff stations having increased by 82% between 2001 and 2011. Cardiff Central and Cardiff Queen Street Station alone have experienced an increase in patronage during this period of 100% and 53%, respectively. (Cardiff Annual Patronage Surveys, calculated using 5yr Rolling Averages). Significant enhancements to rail services are planned during the plan period with electrification of the main line from Cardiff to London approved for completion in 2017. Proposals for also electrifying the Valley line network and main line to Swansea are currently being considered by UK and Welsh Governments. In addition, work on enhancing the capacity between Central and Queen Street stations, including additional platforms for both, has been approved for completion in 2014.

## Appendix 3: The Cardiff Context and Key Issues

**A3.35** With respect to other modes, **cycle usage** within the city centre has seen an increase of 10% between 2001 and 2011, while overall **bus patronage** numbers across the city have decreased from 2001 to 2011 (Cardiff Annual Patronage Surveys, calculated from 5yr rolling averages). Use of the Cardiff East Park and Ride site after opening in October 2009 has increased from approximately 69,500 in 2009/10 to 84,700 in 2012/13 (22% growth) and rail based park and ride in Cardiff remains over-subscribed.

**A3.36 Cardiff International Airport** plays an important role in international connectivity for both Cardiff and the wider region and consideration needs to be given to improving the role and links to the airport.

**A3.37** The **port facilities** within Cardiff docks are important in terms of international freight movement for both Cardiff and the wider region and it is important that these facilities are maintained and improved where necessary. Associated British Ports (ABP) and its tenants at South Wales directly and indirectly support over £1.7 billion of gross output in Wales. There are therefore opportunities to develop the role of the port, particularly concerning its potential to generate new industry, services and accelerate economic growth.

### Key Environmental Trends and Issues

**A3.38** Cardiff is located on the coastal plain of the Severn Estuary. The southern rim of the south Wales coalfields in Caerphilly and Rhondda Cynon Taff provide a strong imposing backdrop to the north of the city, dramatically broken by the River Taff at Tongwynlais. The Rivers Ely and Rhymney also converge on the city from the west and east, respectively. To the south west the Leckwith Escarpment in the Vale of Glamorgan provides another strong backdrop. By contrast, the flat land to the south east, adjacent to the Severn Estuary and Newport forms part of the Gwent Levels. This undeveloped coastline contrasts with the developed coastline further west which includes Cardiff Bay and the barrage and associated fresh water lake. This setting has influenced the city's development to date with its distinctive urban form and will continue to do so in the future.

**A3.39 Landscape** studies undertaken in 1997 and 2007 have recognised the particular value of five areas of countryside: St Fagans Lowlands and the Ely Valley; the Garth Hill Uplands and the Pentyrch Ridges and Valleys; the Fforest Fawr and Caerphilly Ridge; the Wentloog Levels; and Flat Holm. In addition Cardiff's three river valleys of the Taff, Ely, and Rhymney (including Nant Fawr) play an important strategic role as wildlife and recreation corridors linking the urban area with the countryside.

**A3.40** Cardiff has a strong and rich built heritage and many designations have been made to identify interests of **historic conservation** importance in Cardiff which need to be protected and include:

- 28 Scheduled Ancient Monuments and 4 archaeologically sensitive areas;
- Almost 1000 Listed Buildings;
- 27 Conservation Areas;
- 19 Historic Parks, Gardens and Landscapes including part of the Gwent Levels which are included in the Register of Landscapes of Outstanding Historic Interest in Wales; and
- Local buildings of merit.

**A3.41** The city has a particularly rich Victorian and Edwardian legacy that is reflected in the city centre, its inner suburbs and in the civic centre and religious building. Churches and chapels, schools and public houses remain prominent and often create focal points on streets and junctions. As Cardiff continues to grow, high quality **design** will be required which takes this local distinctiveness into consideration.

**A3.42 Open spaces** are important as they improve people's mental and physical health, encourage physical activity, are attractive, support biodiversity, act as a carbon sink, and can help to adapt to climate change. Cardiff has over 400 hectares of recreational open space, 2000 hectares of amenity open space and 200 hectares of education open space. Cardiff has a good coverage of Accessible Natural Greenspace, with over two thirds of the population living within a 400m distance of access to green space. Cardiff has more green space per person than any of the other UK core cities; a situation to be protected and promoted.

**A3.43** Cardiff has a diverse and widespread collection of species and sites of Local, UK and European **biodiversity** importance which need to be protected. Including:

- 4 sites designated for their international importance – the Severn Estuary Special Protection Area (SPA), Severn Estuary Special Area of Conservation (SAC) and Ramsar sites, and Cardiff Beech Woods Special Area of Conservation (SAC);
- 17 Sites of Special Scientific Interest (SSSIs);
- 6 Local Nature Reserves (LNRs);
- 177 Sites of Importance for Nature Conservation (SINCs) and 4 more pending designation (subject to approval by Cardiff Biodiversity Partnership);
- European protected species occurring in Cardiff include the Great Crested Newt, otter, dormouse as well as several species of bat; and
- A number of the Cardiff priority habitats and species have been identified by UKBAP, Section 42 and Local Priority.

## Appendix 3: The Cardiff Context and Key Issues

- A3.44** Good quality **agricultural land** is known to exist within the rural area of Cardiff. The best and most versatile agricultural land is a finite resource. Areas within the city known to contain some good (Grade 1, 2 and 3a) quality agricultural land include agricultural land in the west, north and north east of the city.
- A3.45** **Flooding** poses a particular threat to Cardiff because of its coastal location, low-lying areas and rivers, and it is inevitable that climate change will increase flood risk in the city. The Environment Agency advises planning authorities on flooding issues and also gives advice in the form of River Catchment Management Plans. It has identified areas of Cardiff – mainly in the south of the county (Wentlog Levels, Pengam Area) and the river valleys (the Taff, Ely and Rhymney) – which are at high risk of flooding (either with or without defences) or which have a history of flooding. In order to build on this baseline information the Council has undertaken a Strategic Flood Consequence Assessment which assessed fluvial and tidal influences on flood risk within the city for both the present day and in the next 75 and 100 years taking account of climate change and in particular predicted sea level rise. In terms of present day flood risk the findings of this work reinforce the Environment Agency data. However for future flood risk in 75 and 100 years the findings show significantly increased flood risk in the Pengam Green area and Wentlog Levels area south of Rumney and Trowbridge due to the impact of climate change and in particular predicted sea level rise. The need for the plan to respond to these findings is clearly a major issue.
- A3.46** In order to combat **climate change** a key issue for the plan to address is reducing greenhouse gas emissions which are the key cause of global warming. Cardiff's per capita average CO<sub>2</sub> emissions were estimated at 6.8 tonnes in 2009. The majority of these emissions resulted from industry (45%), domestic sources (30%) and road transport (25%) (Department for Energy and Climate Change). The Welsh Government target is to reduce CO<sub>2</sub> emissions by 80% by 2050.
- A3.47** The Council is currently undertaking a Renewable Energy Assessment and initial findings show that current production of **renewable energy** in Cardiff is low. The European Union target is to source 15% energy from renewable sources by 2020. (European Directive 2009/28/EC).
- A3.48** In 2011/12 municipal **waste** arisings in Cardiff totalled 169,216 tonnes. Over the last 10 years the recycling and composting rate of household waste in Cardiff has risen from 4% to 55% meaning the Council is on target to reach the Welsh Government target of 58% by 2016, 64% by 2020 and 70% by 2025. For municipal waste that cannot be recycled or composted the Council is currently working with other authorities in the region through Prosiect Gwyrdd to secure a long term solution to turn waste into energy. In February 2013 Viridor was announced as Preferred Bidder to deliver an environmentally sustainable waste management solution for the Partnership. Viridor's solution, is based on an energy from waste facility located at Trident Park.

- A3.49** Cardiff has significant, good quality **mineral reserves** (mainly carboniferous limestone) which are an important source of aggregates for the region. A supply of aggregates should be maintained, so mineral reserves need to be safeguarded against inappropriate development. Currently Cardiff has approximately 41 million tonnes of limestone reserves which represent a supply of 69 years, well beyond the plan period. There is also a potential sand and gravel resource adjacent to the Rhymney River in the north east of the county, and potential coal resources in the north west of the county, which are unlikely to be required within the Plan period but which need to be safeguarded for potential future use.
- A3.50** As a result of past activities including industry, mining, quarrying, dockland and waste disposal there is a range of undeveloped potentially **contaminated land** within the city. However the majority of these undeveloped sites are either protected as areas of open space or for nature conservation purposes or are required for operational purposes such as quarrying activity or port related activities.
- A3.51** In common with other towns and cities in the UK, the predominant local source of emissions which affects **air quality** is road traffic and the pollutant of concern is nitrogen dioxide. Cardiff currently has three AQMAs including St Mary Street, Ely Bridge and Stephenson Court (on Newport Road near Cardiff Royal Infirmary).
- A3.52** **Water quality** in the rivers Taff, Ely and Rhymney is improving, but falls below the requirements of the Water Framework Directive. In total the status of watercourses (percent of river lengths achieving good ecological status) in Cardiff using data collected under the Water Framework Directive is 1.8 km Good, 33.7 km Moderate, 7.6 km Poor and 4.2 km Bad. The groundwater around Taff Gorge / Creigiau area is vulnerable.
- A3.53** In order to meet the needs of new development proposed in the plan new **water supply** infrastructure will be required but dialogue with Welsh Water has demonstrated a commitment to address this issue.

## Appendix 3: The Cardiff Context and Key Issues



## Appendix 4: Supplementary Planning Guidance (SPG)

The Table below provides a list of SPG to support the Plan with a timetable for preparation. This list will be kept under review in light of changing priorities for preparation and the need for additional SPG. The requirement for preparation/review of SPG is linked to the Monitoring Framework.

Supplementary Planning Guidance	Current Status /Proposed Action	Relevant Plan Policy	Indicative Date for Production
Design and Parking Guidance (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)	<p>Current adopted SPG to the Local Plan</p> <p>To be revised to link to adopted LDP updated and extended.</p> <p>New planning obligations SPG to pick up S106 issues from Transportation SPG</p>	T5	Within 6 months of adoption
Affordable Housing	<p>Current adopted SPG to the Local Plan</p> <p>To be revised to link to adopted LDP</p> <p>New planning obligations SPG to pick up S106 issues</p>	H3	Within 6 months of adoption

Supplementary Planning Guidance	Current Status /Proposed Action	Relevant Plan Policy	Indicative Date for Production
Open Space	<p>Current adopted SPG to the Local Plan</p> <p>To be revised to link to adopted LDP</p> <p>New planning obligations SPG to pick up S106 issues</p>	C4, C5	Within 6 months of adoption
Houses in Multiple Occupation	New SPG to be prepared	H5	Within 6 months of adoption
<p>Planning Obligations</p> <p>Incorporating Developer Contributions for Transport facilities and relevant sections from the following SPGs:</p> <ul style="list-style-type: none"> <li>• Affordable Housing</li> <li>• Access, Circulation and Parking Requirements</li> <li>• Open Space</li> <li>• Schools</li> </ul>	New SPG to be prepared	KP7	Within 12 months of adoption

## Appendix 4: Supplementary Planning Guidance (SPG)

Supplementary Planning Guidance	Current Status /Proposed Action	Relevant Plan Policy	Indicative Date for Production
<ul style="list-style-type: none"> <li>• Public Art</li> <li>• PROW</li> <li>• Community Facilities</li> <li>• Trees and Development</li> <li>• Waste Collection and Storage Facilities</li> <li>• Biodiversity</li> </ul>			
Locating Waste Management Facilities	<p>Current adopted SPG to the Local Plan</p> <p>To be revised to link to adopted LDP</p>	W1	Within 12 months of adoption
Central Shopping Area Protected Frontages	New SPG to be prepared	R3	Within 12 months of adoption
Flooding	New SPG to be prepared	EN14	Within 12 months of adoption
Natural Heritage Network	New SPG to be prepared	KP16, EN3 - 8	Within 12 months of adoption
Design Guidance and Standards for Flat Conversions	New SPG to be prepared	H5	Within 12 months of adoption

Supplementary Planning Guidance	Current Status /Proposed Action	Relevant Plan Policy	Indicative Date for Production
Infill Sites Design Guidance	Current adopted SPG to the Local Plan  To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Tall Buildings Guidance	Current adopted SPG to the Local Plan  To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Householder Design Guidance	Current adopted SPG to the Local Plan  To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Shop Fronts and Signs Guidance	Current adopted SPG to the Local Plan  To be revised to link to adopted LDP	KP5	Within 18 months of adoption

## Appendix 4: Supplementary Planning Guidance (SPG)

Supplementary Planning Guidance	Current Status /Proposed Action	Relevant Plan Policy	Indicative Date for Production
Public Art Guidance	<p>Current adopted SPG to the Local Plan</p> <p>To be revised to link to adopted LDP</p> <p>New planning obligations SPG to pick up S106 issues</p>	KP5	Within 18 months of adoption
Public Rights of Way and Development	<p>Current adopted SPG to the Local Plan.</p> <p>To be revised and updated to link to adopted LDP</p> <p>New planning obligations SPG to pick up S106 issues</p>	T1	Within 18 months of adoption
Protection of Employment Land and Premises for Business, Industry and Warehousing	<p>Current adopted SPG to the Local Plan.</p> <p>To be revised and updated to link to adopted LDP</p>	EC1,EC3	Within 18 months of adoption

Supplementary Planning Guidance	Current Status /Proposed Action	Relevant Plan Policy	Indicative Date for Production
<p>Food Drink and Leisure Uses</p> <p>Premises for Eating, Drinking &amp; Entertainment in Cardiff City Centre</p>	<p>Current adopted SPGs to the Local Plan.</p> <p>To be merged together and revised and updated to link to adopted LDP</p>	R7	Within 18 months of adoption
Trees and Development	<p>Current adopted SPG to the Local Plan</p> <p>To be revised and updated to link to adopted LDP</p> <p>New planning obligations SPG to pick up S106 issues</p>	EN8	Within 18 months of adoption
Community Facilities and Residential Development	<p>Current adopted SPG to the Local Plan</p> <p>To be revised and updated to link to adopted LDP</p>	C1	Within 18 months of adoption

## Appendix 4: Supplementary Planning Guidance (SPG)

Supplementary Planning Guidance	Current Status /Proposed Action	Relevant Plan Policy	Indicative Date for Production
	New planning obligations SPG to pick up S106 issues		
Childcare Facilities	Current adopted SPG to the Local Plan  To be revised and updated to link to adopted LDP	EC2	Within 18 months of adoption
Waste Collection and Storage Facilities	Current adopted SPG to the Local Plan  To be revised and updated to link to adopted LDP  New planning obligations SPG to pick up S106 issues	W2	Within 18 months of adoption
Biodiversity	Current adopted SPG to the Local Plan	EN5,EN6, EN7	Within 18 months of adoption

Supplementary Planning Guidance	Current Status /Proposed Action	Relevant Plan Policy	Indicative Date for Production
	<p>To be revised and updated to link to adopted LDP</p> <p>New planning obligations SPG to pick up S106 issues</p>		
Archaeologically Sensitive Areas	<p>Current adopted SPG to the Local Plan</p> <p>To be revised and updated to link to adopted LDP</p>	KP17, EN9	Within 18 months of adoption
Health	New SPG to be prepared	C6	Within 18 months of adoption
Gypsy and Traveller Sites	New SPG to be prepared	H7	Within 18 months of adoption

## Appendix 4: Supplementary Planning Guidance (SPG)

# Appendix 5: Sites Over 10 Dwellings

# Appendix 5: Sites Over 10 Dwellings

## Sites over 10 Dwellings with Planning Permission for Residential (March 2014)

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
AD160	Former Eastern Hotel, 54 Metal Street	Adamsdown	Private	13/00013	Outline	Legal Agreement	Brown	14	0.00	0	0.00	0	0.00	14	0.10	0	0.00
AD174	Former Tredegar House, 57-58 Clifton Street	Adamsdown	Private	08/01716	Full	Legal Agreement	Brown	12	0.00	0	0.00	0	0.00	12	0.04	0	0.00
AD186	St James' Church, Newport Road	Adamsdown	Private	08/01608	Full	01/11/2011	Brown	12	0.00	0	0.00	0	0.00	12	0.18	0	0.00
AD188	86-89 Adam Street	Adamsdown	Private	07/02883	Outline	17/10/2008	Brown	0	0.00	16	0.00	0	0.00	16	0.05	0	0.00
AD212	Bronte Hostel, 158-164 Newport Road	Adamsdown	HA	10/02302	Full	31/10/2011	Brown	38	0.00	0	0.00	0	0.00	38	0.18	0	0.00
AD213	Former Rumpoles, Molra Terrace	Adamsdown	HA	13/00536	Full	04/10/2013	Brown	49	0.00	0	0.00	0	0.00	49	0.04	0	0.00
BU107i	Land West of Dumballs Road	Butetown	Private	07/01637	Outline	16/05/2011	Brown	1,656	0.00	0	0.00	0	0.00	1,656	10.64	0	0.00
BU107ii	Land West of Dumballs Road	Butetown	HA	07/01637	Outline	16/05/2011	Brown	414	0.00	0	0.00	0	0.00	414	2.66	0	0.00
BU109	15-17 Harrowby Street	Butetown	Private	08/00082	Outline	Legal Agreement	Brown	20	0.00	0	0.00	0	0.00	20	0.07	0	0.00
BU118	Sterling Works,	Butetown	HA	11/01168	Outline	18/03/2013	Brown	0	0.00	19	0.00	0	0.00	19	0.04	0	0.00

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
	Clarence Road																
BU123A	Brandon Tool Hire, 151 Bute Street	Bute town	Private	13/00143	Outline	Legal Agreement	Brown	28	0.00	0	0.00	0	0.00	28	0.10	0	0.00
BU123B	Brandon Tool Hire, 151 Bute Street	Bute town	HA	13/00143	Outline	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.10	0	0.00
BU32A	Land at Roath Basin (WDA)	Bute town	Private	08/01736	Outline	15/01/2010	Brown	758	0.00	0	0.00	0	0.00	758	4.32	0	0.00
BU32B	Land at Roath Basin (WDA)	Bute town	HA	08/01736	Outline	15/01/2010	Brown	252	0.00	0	0.00	0	0.00	252	1.44	0	0.00
BU86A	Former Post Office and adjoining car park, Bute Street	Bute town	Private	03/01531	Full	Legal Agreement	Brown	75	0.00	0	0.00	0	0.00	75	0.12	0	0.00
BU86Ai	Corys Building, Bute Street	Bute town	Private	06/02527	Full	Legal Agreement	Brown	24	0.00	0	0.00	0	0.00	24	0.03	0	0.00
BU86B	Former Post Office and adjoining car park, Bute Street	Bute town	HA	03/01531	Full	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.12	0	0.00
BU95	Cadogan House & adj Land, West Bute St & James St	Bute town	Private	05/00127	Full	09/11/2005	Brown	0	0.00	23	0.00	0	0.00	23	0.03	0	0.00
BU97A	130-132 Bute Street 'Dixie'	Bute town	Private	07/02550	Full	Legal Agreement	Brown	43	0.00	0	0.00	0	0.00	43	0.04	0	0.00
BU98	Hannah Street	Bute town	HA	13/01239	Full	Legal Agreement	Brown	14	0.05	0	0.00	0	0.00	14	0.05	0	0.00

# Appendix 5: Sites Over 10 Dwellings

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
	Church, Hannah Street																
BU99	Coal Exchange, Mount Stuart Square	Butetown	Private	12/00015	Full	Legal Agreement	Brown	116	0.00	0	0.00	0	0.00	116	0.43	0	0.00
CN137A	Former Arjo Wiggins Paper Mill Site, Paper Mill Road	Canton	Private	12/01663	Outline	Legal Agreement	Brown	535	0.00	0	0.00	0	0.00	535	13.72	0	0.00
CN137B	Former Arjo Wiggins Paper Mill Site, Paper Mill Road	Canton	HA	12/01663	Outline	Legal Agreement	Brown	191	0.00	0	0.00	0	0.00	191	5.88	0	0.00
CN145	635 Cowbridge Road East	Canton	Private	07/02384	Outline	Legal Agreement	Brown	24	0.00	0	0.00	0	0.00	24	0.10	0	0.00
CN155	The Maltings, Cowbridge Road East	Canton	HA	11/02190	Full	30/11/2012	Brown	0	0.00	26	0.00	0	0.00	26	0.15	0	0.00
CN164	Canton Police Station, Cowbridge Road East	Canton	HA	13/02071	Full	Legal Agreement	Brown	17	0.06	0	0.00	0	0.00	17	0.06	0	0.00
CS138	Junction of Lucas Street, Fanny Street & Gwyneth Street	Cathays	Private	10/00710	Full	26/07/2011	Brown	0	0.00	10	0.00	0	0.00	10	0.18	0	0.00
CS139	CCC Offices Wood Street	Cathays	Private	08/01741	Full	Legal Agreement	Brown	220	0.00	0	0.00	0	0.00	220	0.30	0	0.00

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
CS174i	Land at Thomson House, Park Street	Cathays	Private	10/00431	Outline	30/12/2010	Brown	211	0.00	0	0.00	0	0.00	211	0.22	0	0.00
CS174ii	Land at Thomson House, Park Street (Affordable Housing)	Cathays	HA	10/00431	Outline	30/12/2010	Brown	20	0.00	0	0.00	0	0.00	20	0.06	0	0.00
CS176	41 Charles Street	Cathays	Private	05/00003	Full	08/03/2006	Brown	0	0.00	11	0.00	0	0.00	11	0.04	0	0.00
CS178	Texaco Service Station, 188-198 Cathays Terrace	Cathays	Private	06/02351	Full	24/06/2008	Brown	0	0.00	14	0.00	0	0.00	14	0.10	0	0.00
CS181	St Martin's Parish Hall Site, Alexander Street	Cathays	Private	07/00891	Full	11/02/2008	Brown	0	0.00	16	0.00	0	0.00	16	0.06	0	0.00
CS191i	Marcol Court, Churchill Way	Cathays	Private	07/03013	Outline	Legal Agreement	Brown	103	0.00	0	0.00	0	0.00	103	0.34	0	0.00
CS191ii	Marcol Court, Churchill Way	Cathays	HA	07/03013	Outline	Legal Agreement	Brown	44	0.00	0	0.00	0	0.00	44	0.14	0	0.00
CU52	Land at Heol Trelai	Caerau	HA	13/00859	Full	18/10/2013	Brown	0	0.00	40	0.00	0	0.00	40	0.60	0	0.00
CU77i	r/o Western Leisure Centre	Careau	Private	11/00672	Outline	10/02/2012	Brown	57	0.00	0	0.00	0	0.00	57	1.60	0	0.00
CU77ii	r/o Western Leisure Centre	Careau	HA	11/00672	Outline	10/02/2012	Brown	25	0.00	0	0.00	0	0.00	25	0.50	0	0.00

# Appendix 5: Sites Over 10 Dwellings

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
EL55	70 Mill Road	Ely	Private	12/01130	Full	24/04/2013	Brown	0	0.00	11	0.00	0	0.00	11	0.06	0	0.00
EL84A	Land off Clos y Cwarrta	Ely	Private	13/00444	Outline	Legal Agreement	Green	30	0.44	0	0.00	0	0.00	30	0.44	0	0.00
EL84B	Land off Clos Y Cwarrta	Ely	HA	13/00444	Outline	Legal Agreement	Green	20	0.20	0	0.00	0	0.00	20	0.20	0	0.00
FA52A	Land between 53-81 Gorse Place	Fairwater	HA	12/02186	Full	07/08/2013	Green	16	0.00	0	0.00	0	0.00	16	0.19	0	0.00
FA87	52 Beechley Drive	Fairwater	Private	13/02545	Full	11/03/2014	Brown	10	0.00	0	0.00	0	0.00	10	0.07	0	0.00
FA89	60-72 Beechley Drive	Fairwater	HA	12/01386	Full	25/01/2012	Brown	13	0.00	0	0.00	0	0.00	13	0.36	0	0.00
GA52A	Briardene North Road	Gabalfa	Private	09/00161	Outline	15/09/2011	Brown	33	0.00	0	0.00	0	0.00	33	0.28	0	0.00
GA52B	Briardene North Road	Gabalfa	HA	09/00161	Outline	15/09/2011	Brown	15	0.00	0	0.00	0	0.00	15	0.12	0	0.00
GA55	Land at Talybont Gate, Bevan Place	Gabalfa	Private	11/01414	Full	24/05/2012	Brown	0	0.00	22	0.00	0	0.00	22	0.25	0	0.00
GR108i	Cambrian Marina, Ely Harbour, Ferry Road	Grangtown	Private	13/00310	Outline	Legal Agreement	Brown	125	0.00	0	0.00	0	0.00	125	0.32	0	0.00
GR138i	Cardiff Bus Depot, Sloper Road	Grangtown	Private	07/02973	Outline	Legal Agreement	Brown	183	0.00	0	0.00	0	0.00	183	2.18	0	0.00
GR138ii	Cardiff Bus Depot, Sloper Road	Grangtown	HA	07/02973	Outline	Legal Agreement	Brown	79	0.00	0	0.00	0	0.00	79	0.94	0	0.00
GR156A	Land at Wholesale	Grangtown	Private	10/01432	Full	Legal Agreement	Brown	215	0.00	0	0.00	0	0.00	215	6.00	0	0.00

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
	Fruit Centre, Bessemer Road																
GR156B	Land at Wholesale Fruit Centre, Bessemer Road	Grangestown	HA	10/01432	Full	Legal Agreement	Brown	35	0.00	0	0.00	0	0.00	35	1.00	0	0.00
GR158	Bay Pointe (ISV)	Grangestown	Private	12/00937	Full	05/04/2013	Brown	524	0.00	33	0.00	4	0.00	561	5.60	4	0.04
GR159	Car Park/Pool (ISV)	Grangestown	Private	12/00934	Full	05/04/2013	Brown	79	0.00	0	0.00	0	0.00	79	0.99	0	0.00
GR160A	Morrisons (ISV)	Grangestown	Private	12/00935	Full	05/04/2013	Brown	29	0.00	0	0.00	0	0.00	29	0.15	0	0.00
GR160B	Morrisons Affordable (ISV)	Grangestown	HA	12/00935	Full	05/04/2013	Brown	34	0.00	0	0.00	0	0.00	34	0.30	0	0.00
GR161A	Watkins Way (ISV)	Grangestown	Private	13/00829	RM	18/07/2013	Brown	35	0.00	0	0.00	0	0.00	35	0.42	0	0.00
GR161B	Watkins Way Affordable (ISV)	Grangestown	HA	13/00829	RM	18/07/2013	Brown	66	0.00	0	0.00	0	0.00	66	0.65	0	0.00
GR166	ISV Ice Rink Site	Grangestown	Private	12/01861	Outline	17/06/2013	Brown	213	0.00	0	0.00	0	0.00	213	0.20	0	0.00
GR65A	Prospect Place, off Ferry Road (Bellway)	Grangestown	Private	10/00811	Full	28/06/2010	Brown	0	0.00	240	0.00	493	0.00	733	4.60	0	0.00
GR65B	Prospect Place, off Ferry Road (Affordable Housing)	Grangestown	HA	06/00613	Full	27/10/2006	Brown	0	0.00	6	0.00	83	0.00	89	0.17	0	0.00
HE75	Thornbury House,	Heath	Private	11/00238	Outline	Legal Agreement	Brown	10	0.00	0	0.00	0	0.00	10	0.10	0	0.00

# Appendix 5: Sites Over 10 Dwellings

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
	Thornbury Close																
LD125	18 High Street	Llandaff	Private	09/01810	Full	13/05/2010	Brown	11	0.00	0	0.00	0	0.00	11	0.08	0	0.00
LD129	The Retreat, Pwllmellin Road	Llandaff	Private	10/00846	Full	08/06/2011	Brown	20	0.00	0	0.00	0	0.00	20	0.20	0	0.00
LN52	Old Vaughan's Laundry Site	Llandaff North	Private	13/00273	RM	02/05/2013	Brown	10	0.00	9	0.00	4	0.00	23	0.54	4	0.09
LN52i	Old Vaughan's Laundry Site	Llandaff North	HA	13/00273	RM	02/05/2013	Brown	5	0.00	0	0.00	0	0.00	5	0.38	0	0.00
LR30	735 Newport Road	Llanrumney	Private	08/01905	Outline	01/04/2011	Brown	13	0.00	0	0.00	0	0.00	13	0.12	0	0.00
LR36A	Cardiff Council Housing Depot, Mount Pleasant Lane	Llanrumney	Private	12/00579	Outline	13/07/2012	Brown	15	0.00	0	0.00	0	0.00	15	0.32	0	0.00
LS185	Land at Chiltern Close	Llanishen	Private	13/01923	Outline	Legal Agreement	Brown	70	0.00	0	0.00	0	0.00	70	0.50	0	0.00
LV06	Land south of Lisvane Road	Lisvane	Private	11/01300	Full	27/03/2013	Green	40	0.00	0	0.00	0	0.00	40	2.04	0	0.00
LV128A	Land off Cefn Mably Road	Lisvane	Private	13/00649	Full	27/02/2014	Green	41	1.80	0	0.00	0	0.00	41	1.80	0	0.00
LV128B	Land off Cefn Mably Road	Lisvane	HA	13/00649	Full	27/02/2014	Green	10	0.00	0	0.00	0	0.00	10	1.00	0	0.00
LV76	Balmoral Close	Lisvane	Private	11/01301	Full	27/03/2013	Green	24	0.00	0	0.00	0	0.00	24	2.02	0	0.00

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
NP58	Land at Church Road	Pontprenau Old St. M	Private	04/03065	Outline	19/10/2011	Brown	45	0.00	0	0.00	0	0.00	45	1.34	0	0.00
PL109	Former Warehouse, Elm Street	Plasnewydd	Private	13/00867	Full	11/06/2013	Brown	0	0.00	10	0.00	0	0.00	10	0.11	0	0.00
PL178	122-130 Albany Road	Plasnewydd	Private	08/02018	Full	Legal Agreement	Brown	12	0.00	0	0.00	0	0.00	12	0.02	0	0.00
PL179A	217-223 Newport Road	Plasnewydd	Private	08/01551	Full	21/09/2011	Brown	47	0.00	0	0.00	0	0.00	47	0.22	0	0.00
PL179B	217-223 Newport Road	Plasnewydd	HA	08/01551	Full	21/09/2011	Brown	6	0.00	0	0.00	0	0.00	6	0.02	0	0.00
PL186	57a Richards Place	Plasnewydd	Private	09/02063	Outline	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.03	0	0.00
PL205	Gibbons Yard, Richmond Road	Plasnewydd	Private	10/01936	Full	26/08/2011	Brown	39	0.00	10	0.00	0	0.00	49	0.31	0	0.00
PL214	21-27 City Road	Plasnewydd	Private	12/01260	Outline	Legal Agreement	Brown	26	0.00	0	0.00	0	0.00	26	0.10	0	0.00
PW22A	Maeifa Centre, Llanedeyrn Drive	Pentwyn	Private	11/01082	Outline	16/09/2011	Brown	83	0.00	0	0.00	0	0.00	83	0.95	0	0.00
PW22B	Maeifa Centre, Llanedeyrn Drive	Pentwyn	HA	11/01082	Outline	16/09/2011	Brown	21	0.00	0	0.00	0	0.00	21	0.40	0	0.00
RO109	22 Ty Gwyn Road	Penylan	Private	08/00581	Full	01/04/2011	Brown	10	0.00	0	0.00	0	0.00	10	0.12	0	0.00

# Appendix 5: Sites Over 10 Dwellings

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
RO120A	Ty Gwyn School	Penylan	Private	12/00438	RM	12/07/2012	Brown	0	0.00	12	0.00	7	0.00	19	1.00	7	0.37
RO120B	Ty Gwyn School	Penylan	HA	12/00438	RM	12/07/2012	Brown	0	0.00	0	0.00	4	0.00	4	0.44	4	0.44
RO69	Land at White Lodge, Ty Gwyn Ave.	Penylan	Private	10/00675	Full	23/09/2010	Brown	2	0.00	0	0.00	9	0.00	11	1.40	0	0.00
RO99A	Land to West of Equinox (Colchester Ave)	Penylan	Private	12/01240	Full	16/09/2013	Brown	14	0.00	0	0.00	0	0.00	14	0.20	0	0.00
RU71	599 Newport Road	Rumney	Private	04/00374	Outline	Legal Agreement	Brown	24	0.25	0	0.00	0	0.00	24	0.25	0	0.00
RV171	Wellington House, Wellington Street	Riverside	Private	08/00809	Full	16/09/2009	Brown	44	0.00	0	0.00	0	0.00	44	0.22	0	0.00
RV174	St Winifrides Nursing Home, 24 Romilly Crescent	Riverside	Private	10/01326	Full	19/05/2011	Brown	76	0.00	0	0.00	0	0.00	76	1.03	0	0.00
RV183	3 - 5 Brook Street	Riverside	Private	10/00179	Full	03/07/2013	Brown	0	0.00	10	0.00	0	0.00	10	0.03	0	0.00
RV184	Pontcanna Pine, 200 King's Road	Riverside	Private	10/00232	Full	09/05/2011	Brown	0	0.00	14	0.00	0	0.00	14	0.07	0	0.00
RV199	4 Cathedral Road	Riverside	Private	13/01217	Full	Legal Agreement	Brown	14	0.00	0	0.00	0	0.00	14	0.01	0	0.00
RV200	Land to the West of Albert Street	Riverside	HA	13/01734	Full	20/02/2014	Brown	0	0.05	10	0.00	0	0.00	10	0.05	0	0.00

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
RV203	Riverside House, 31 Cathedral Road	Riverside	Private	13/00918	Full	Legal Agreement	Brown	20	0.09	0	0.00	0	0.00	20	0.09	0	0.00
SF39A	Michaelston Road	Creigiâu/St Fagans	Private	12/01810	RM	11/03/2013	Green	67	0.00	0	0.00	0	0.00	67	2.00	0	0.00
SF39B	Michaelston Road	Creigiâu/St Fagans	HA	12/01810	RM	11/03/2013	Green	16	0.00	0	0.00	0	0.00	16	1.00	0	0.00
SF40A	Land North & West of Great House Farm	Creigiâu/St Fagans	Private	13/00435	Outline	27/02/2014	Green	15	0.00	0	0.00	0	0.00	15	0.60	0	0.00
SF40B	Land North & West of Great House Farm	Creigiâu/St Fagans	HA	13/00435	Outline	27/02/2014	Green	4	0.00	0	0.00	0	0.00	4	0.20	0	0.00
SM65A	Land adj to Blooms Garden Centre	Pontprennau Old St. M	Private	13/01172	Outline	Legal Agreement	Green	46	1.60	0	0.00	0	0.00	46	1.60	0	0.00
SM65B	Land adj to Blooms Garden Centre	Pontprennau /Old St. M	HA	13/01172	Outline	Legal Agreement	Green	20	1.20	0	0.00	0	0.00	20	1.20	0	0.00
SP120	The Grosvenor Hotel, South Park Road	Splott	Private	11/02004	Full	12/04/2013	Brown	0	0.00	12	0.00	12	0.00	24	0.06	12	0.03
SP132	Land to South Side, Moorland Road	Splott	HA	13/01313	Full	Legal Agreement	Brown	15	0.00	0	0.00	0	0.00	15	0.13	0	0.00
SP133	Land at Sanquhar Street	Splott	HA	13/02674	Full	Legal Agreement	Brown	26	0.00	0	0.00	0	0.00	26	0.27	0	0.00

# Appendix 5: Sites Over 10 Dwellings

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
SP84	The Bayside, East Tyndall Street	Sploft	Private	07/00333	Full	Legal Agreement	Brown	32	0.00	0	0.00	0	0.00	32	0.13	0	0.00
SP9A	Sploft Market, Lewis Road	Sploft	Private	06/02474	RM	14/12/2006	Brown	0	0.00	15	0.00	77	0.00	92	0.45	0	0.00
TR133A	Land between Criclowell Road and Willowbrook Drive	Trowbridge	Private	10/01246	Outline	08/09/2010	Green	115	0.00	0	0.00	0	0.00	115	1.10	0	0.00
TR133B	Land between Criclowell Road and Willowbrook Drive	Trowbridge	HA	10/01246	Outline	08/09/2010	Green	50	0.00	0	0.00	0	0.00	50	0.02	0	0.00
TR140A	Land off Crumlin Drive	Trowbridge	HA	08/01173	Full	04/03/2009	Brown	10	0.00	0	0.00	0	0.00	10	0.33	0	0.00
TR151	The Hendre Pub, 157 Hendre Road	Trowbridge	Private	13/01186	Full	Legal Agreement	Brown	15	0.18	0	0.00	0	0.00	15	0.18	0	0.00
TR85A	Part area 11, St Mellons (CCHA)	Trowbridge	HA	09/00796	Outline	21/01/2011	Green	56	0.00	0	0.00	0	0.00	56	1.43	0	0.00
TR87Di	Part of Area 9, Land south of the Beacon Centre, Harrison Drive	Trowbridge	HA	09/02456	RM	Legal Agreement	Brown	15	0.00	0	0.00	0	0.00	15	0.30	0	0.00
WH71A	Whitchurch Hospital	Whit/ Tongwynlais	Private	10/02301	Outline	09/01/2014	Brown	248	0.00	0	0.00	0	0.00	248	6.70	0	0.00

Site Ref	Site Location	Electoral Division	Tenure	App Nos	Type	Date Granted	Brown Green	Not Started (Plots)	Not Started (ha)	In Progress (Plots)	In Progress (ha)	Completed (Plots)	Completed (ha)	Total Plots	Total (ha)	Completed Plots 2013-14	Completed Area 2013-14
WH71B	Whitchurch Hospital	Whit/ Tongwynlais	HA	10/02301	Outline	09/01/2014	Brown	82	0.00	0	0.00	0	0.00	82	2.21	0	0.00
	TOTALS							8,343	5.92	589	0.00	693	0.00	9,625	108	31	0.97

## Appendix 5: Sites Over 10 Dwellings

# Appendix 6: Heritage Assets Areas of Protection

## Appendix 6: Heritage Assets Areas of Protection

### Policy EN9 (i): Cadw Scheduled Ancient Monuments in Cardiff

Proposals Map Reference	Monument Name
1	Cae-yr-Arfau Burial Chamber
2	Caer Castell Camp
3	Caerau Camp
4	Cardiff Castle and Roman Fort
5	Castell Coch
6	Castell Morgraig
7	Castle Field Camp E Of Craig-Llywn
8	Cooking Mound East of Taff Terrace
9	Cross in Llandaff Cathedral
10	Dominican Friary
11	Ely Roman Villa
12	Ely Tidal Harbour Coal Staithe Number One
13	Five Round Barrows on Garth Hill
14	Flat Holm Coastal and Anti-aircraft Defences
15	Leckwith Bridge
16	Llandaff Cathedral Bell Tower
17	Llwynda-Ddu Camp
18	Melingriffith Water Pump
19	Morganstown Castle Mound
20	Old Bishop's Palace, Llandaff
21	Pen y lan Roman Site
22	Queen Alexandra Dock Harbour Defence Gun Emplacement

Proposals Map Reference	Monument Name
23	Relict Seawall on Rumney Great Wharf
24	St Mellons Churchyard Cross
25	The Wreck of the "Louisa"
26	Three Palmerstonian Gun Batteries, Flat Holm
27	Twmpath, Rhiwbina
28	Wenallt Camp, Rhiwbina

#### Policy EN9 (ii): Listed Buildings

(Refer to the online mapping portal <http://ishare.cardiff.gov.uk/>)

#### Policy EN9 (iii): Conservation Areas in Cardiff

Proposals Map Reference	Name (designation date(s))
1	Cardiff Road Conservation Area (July 1975)
2	Cathays Park Conservation Area (June 1978)
3	Cathedral Road Conservation Area (April 1972; amended June 2007)
4	Charles Street Conservation Area (October 1988)
5	Church Road, Whitchurch (August 2006)
6	Churchill Way Conservation Area (December 1991)
7	Conway Road Conservation Area (June 2007)
8	Gwaelod-y-Garth Conservation Area (Sept 1970; amended Oct 2007)
9	Insole Court Conservation Area (May 1992)
10	Llandaff Conservation Area (March 1968)

## Appendix 6: Heritage Assets Areas of Protection

Proposals Map Reference	Name (designation date(s))
11	Melingriffith Conservation Area (Aug 1975; amended Oct 2007)
12	Mount Stuart Square Conservation Area (July 1980; amended June 2009)
13	Oakfield Street Conservation Area (February 1992)
14	Old St. Mellons Conservation Area (July 2007)
15	Pentyrch (Craig-y-Parc) Conservation Area (July 1991; amended Oct 2007)
16	Pentyrch (St. Catwg's) Conservation Area (Mar 1973; amended Oct 2007)
17	Pierhead Conservation Area (June 1984; amended June 2009)
18	Queen Street Conservation Area (May 1992)
19	Rhiwbina Garden Village Conservation Area (February 1977)
20	Roath Mill Gardens Conservation Area (January 1988)
21	Roath Park Conservation Area (January 1973)
22	Roath Park Lake and Gardens Conservation Area (November 1976)
23	St. Fagans Conservation Area (July 2007)
24	St. Mary Street Conservation Area (July 1975)
25	Tredegarville Conservation Area (March 1981 amended Dec 2008)
26	Windsor Place Conservation Area (August 1975)
27	Wordsworth Avenue Conservation Area (February 1974)

**Policy EN9 (iv): Archaeologically Sensitive Areas in Cardiff**

Proposals Map Reference	Area
1	Llandaff
2	St Fagans/Michaelstone-super-Ely
3	The City Centre
4	The Wentloog Levels

**Policy EN9 (v): Cadw / ICOMOS UK Registered Historic Parks and Gardens in Cardiff**

Proposals Map Reference	Site Name
1	Cardiff Castle and Bute Park
2	Cathays Cemetery
3	Cathays Park
4	Cefn Mably
5	Coryton House
6	Craig y Parc
7	Fairwood House, Cardiff
8	Grange Gardens
9	Insole Court
10	Parc Cefn Onn
11	Pontcanna Fields and Llandaff Fields
12	Roath Park
13	Rookwood Hospital
14	Sophia Gardens

## Appendix 6: Heritage Assets Areas of Protection

Proposals Map Reference	Site Name
15	St. Fagan's Castle
16	Thompson's Park (Sir David's Field)
17	Victoria Park
18	Waterloo and Roath Mill Gardens
19	Whitchurch Hospital

### Policy EN9 (v): Cadw/NRW Registered Landscapes of Historic Interest in Cardiff

Proposals Map Reference	Site Name
1	Gwent Levels (part City of Cardiff, part Newport CC) - Landscape of Outstanding Historic Interest ( <a href="http://www.ggat.org.uk">http://www.ggat.org.uk</a> )

### Policy EN9 (vi): Locally Listed Buildings of Merit and other features of interest

**Locally Listed Buildings: Please refer to the online mapping portal**  
<http://ishare.cardiff.gov.uk/>

**Historic Environment Record (HER):** The Glamorgan-Gwent Archaeological Trust's Historic Environment Record (HER) is the official register of archaeological sites in Southeast Wales. <http://www.ggat.org.uk>



## Appendix 7: Designated Sites

Proposals Map Reference	Sites of Special Scientific Interest (SSSI)
1	Caeau Blaen-Bielly
2	Castell Coch woodlands and road section
3	Coed Y Bedw
4	Ely Valley
5	Fforestganol a Chwm Nofydd
6	Flat Holm
7	Garth Wood
8	Glamorgan Canal / Long Wood
9	Gwent Levels - Rumney and Peterstone
10	Lisvane Reservoir
11	Llanishen and Lisvane reservoir embankments
12	Penylan Quarry
13	Rhymney River Section
14	Rumney Quarry
15	Severn Estuary
16	Ton Mawr and Taffs Well quarries
17	Ty Du Moor

Proposals Map Reference	SPA and Ramsar
1	Severn Estuary

Proposals Map Reference	Special Area of Conservation (SAC)
1	Cardiff Beech Woods
2	Severn Estuary

Proposals Map Reference	Sites of Importance for Nature Conservation (SINC)
1	Afon Clun

Proposals Map Reference	Sites of Importance for Nature Conservation (SINC)
2	Airshaft No 4 spoil tip
3	Beach Sidings
4	Blackweir & Dock Feeder
5	Blaen Buellai Complex
6	Blaengwynlais Quarry Fields
7	Briwnant Footpath Field
8	Briwnant Wood
9	Briwnant-Isaf Wood
10	Cadoxton & Trehafod Branch Line
11	Caerau Lane Fields
12	Caerau Wood
13	Canton Common Ditch
14	Cardiff Bay Wetland Reserve
15	Cardiff Heliport Fields
16	Castell Mor Craig Wood
17	Castell-y-Mynach Wood
18	Cath Cobb Wood
19	Cathays Cemetery
20	Cefn Mably Woods
21	Cefn Onn Amenity Grassland
22	Coed Gwernybwlau
23	Coed Pant Tawel/Coedgae-fach
24	Coed Rhiw'r Ceiliog
25	Coed Transh yr Hebog
26	Coed Tre Wern
27	Coedbychan
28	Coedcochwyn

## Appendix 7: Designated Sites

Proposals Map Reference	Sites of Importance for Nature Conservation (SINC)
29	Coedgae Basset
30	Coedgae Fawr
31	Coedifanbychan/Coedtirhwnt
32	Coed-ty-Llwyd
33	Coed-y-Briwnant
34	Coed-y-Caeau
35	Coed-y-Creigiau
36	Coed-y-Cwar
37	Coed-y-Felin
38	Coed-y-Glyn
39	Coed-y-Goetre
40	Coed-y-Gof
41	Coed-y-Graig
42	Coed-y-Llan
43	Coed-y-Trenches
44	Coetgaepengam
45	Coetgae-sych
46	Cogan Spur
47	Coryton Heronry Wood
48	Coryton Interchange
49	Craig Llanishen
50	Craigbriwnant field
51	Craig-Llwyn Road Wood
52	Craig-y-Parc
53	Craig-y-Sianel
54	Creigiau Railway Fields
55	Cwm Farm Pond & Streamside Copse

Proposals Map Reference	Sites of Importance for Nature Conservation (SINC)
56	Cwm Nofydd Grassland
57	Cwmffynnonau Field
58	Cwmrhyddgoed
59	Discovery Wood
60	Druidstone Road
61	Ely Northwest
62	Fairwater Park
63	Fforest-fach/Graig-goch
64	Fforest-fawr
65	Ffynnon-Dwym Wood
66	Fishpond Wood
67	Former Llantrisant No.1 Branch Line
68	Former Penrhos Branch Line
69	Former St. Fagans Branch line
70	Foxfield
71	Gabalfa Woods
72	Glan Ely Wood
73	Goitre-Fawr Ponds
74	Grangemore Park
75	Greenmeadow Wood
76	Groes Faen Fen Meadow
77	Groes Faen Wood
78	Gwern-y-Bendy
79	Gwern-y-Cegyrn
80	Hailey Park
81	Heath Wood & Pond
82	Hendre Lake

## Appendix 7: Designated Sites

Proposals Map Reference	Sites of Importance for Nature Conservation (SINC)
83	Hendre Lake West
84	Hendre Road
85	Henstaff Rhos Pasture
86	Lamby North
87	Lamby Salt Marsh
88	Lamby Way
89	Leckwith Pond & Marsh
90	Leckwith Woods Viaduct
91	Lisvane Reservoir Wood
92	Lisvane Station Wood
93	Llanedeyrn Woodlands Complex
94	Llanishen Brook (north)
95	Llanishen Brook (south)
96	Llanishen Reservoir
97	Llanishen Reservoir Grassland and Scrub
98	Llwyn-crwnganol Wood
99	Llwyn-y-Pia Marsh
100	Llys-y-coed
101	Lower Rookery Wood
102	M4 Junction 33 Spoil Tip
103	Maerdy Woods
104	Maes Mawr Wood
105	Malthouse Wood
106	Marshfield
107	Melingriffith & Melingriffith Feeder
108	Michaelston Marsh & Woods
109	Mynydd Woods

Proposals Map Reference	Sites of Importance for Nature Conservation (SINC)
110	Nant Coslech
111	Nant Cwmllywdrew
112	Nant Dowlais
113	Nant Fawr (north section)
114	Nant Fawr Community Woodlands
115	Nant Fawr Meadows
116	Nant Glandulais
117	Nant Henstaff
118	Nant Mwlán Wood
119	Nant Nofydd
120	Nant Rhydlafer
121	Nant Transh yr Hebog
122	Nant Ty-draw
123	Nant Ty-draw Fach
124	Nant-y-Briwnant
125	Nant-y-Briwnant Complex
126	Nant-y-Cesair
127	Nant-y-Draenog
128	Nant-y-Felin
129	Nant-y-Fforest
130	Nant-y-Glaswg
131	Nant-y-Plac Complex
132	Ocean Park South
133	Pant Mawr Cemetery
134	Pant y Gored Wet Woodland
135	Parc Cefn Onn
136	Pencoed Wood

## Appendix 7: Designated Sites

Proposals Map Reference	Sites of Importance for Nature Conservation (SINC)
137	Pengam Moors
138	Pentrebane Cottages Ponds
139	Pentyrch Drove Track
140	Plymouth Great Wood
141	Pontprennau Wood
142	Radyr Community Woodlands
143	Radyr Cricket Ground and Fields
144	Rhyd-y-Pennau Complex
145	Rhymney Grassland East
146	Rhymney River Valley Complex
147	River Ely
148	River Rhymney
149	River Taff
150	Riverside Wood
151	Roath Brook
152	Roath Park Lake
153	Roath Park Wild Gardens
154	Rumney Great Wharf
155	Scott Wood
156	Slanney Woods & Garn
157	Springmeadow
158	Springmeadow Wood
159	St Fagan's
160	St Julians Forge Fields
161	Swan Mear Wood
162	Sweldon Wood
163	The Garth

Proposals Map Reference	Sites of Importance for Nature Conservation (SINC)
164	Thornhill Primary School Pond
165	Tidal Sidings
166	Tongwynlais Oldfield Rd
167	Tre Wern Field, Pentyrch
168	Twmpath Fields
169	Twynau Gwynion Field
170	Ty Llwyd Meadows
171	Tydu Marsh
172	Tyla Farm Wood
173	Tyn-y-Coed Complex
174	Waterhall Plantation & Pond
175	Wenallt Farm Fields
176	Wenallt Road Field, Rhiwbina
177	Wenallt Road North Fields
178	Wentloog Industrial Park
179	Wern Fawr South
180	Whitchurch Golf Course Pond
181	Whitchurch Green Fields

Proposals Map Reference	Local Nature Reserve (LNR)
1	Cardiff Bay Wetlands and Hamadryad Park
2	Cwm Nofydd and Fforest Ganol
3	Flat Holm
4	Glamorganshire Canal
5	Hermit Wood
6	Howardian

## Appendix 7: Designated Sites



## Appendix 8: District and Local Centres

Policy R4 refers to District Centres as defined on the Proposals Map: The District Centres detailed on the following plans are:

1. Albany Road/Wellfield Road
2. City Road
3. Clifton Street
4. Cowbridge Road East
5. Crwys Road/Woodville Road
6. Bute Street/James St
7. Merthyr Road, Whitchurch
8. Penarth Road/Clare Road
9. St Mellons
10. Thornhill
11. Whitchurch Road

Policy R5 refers to Local Centres as defined on the Proposals Map: The Local Centres detailed on the following plans are:

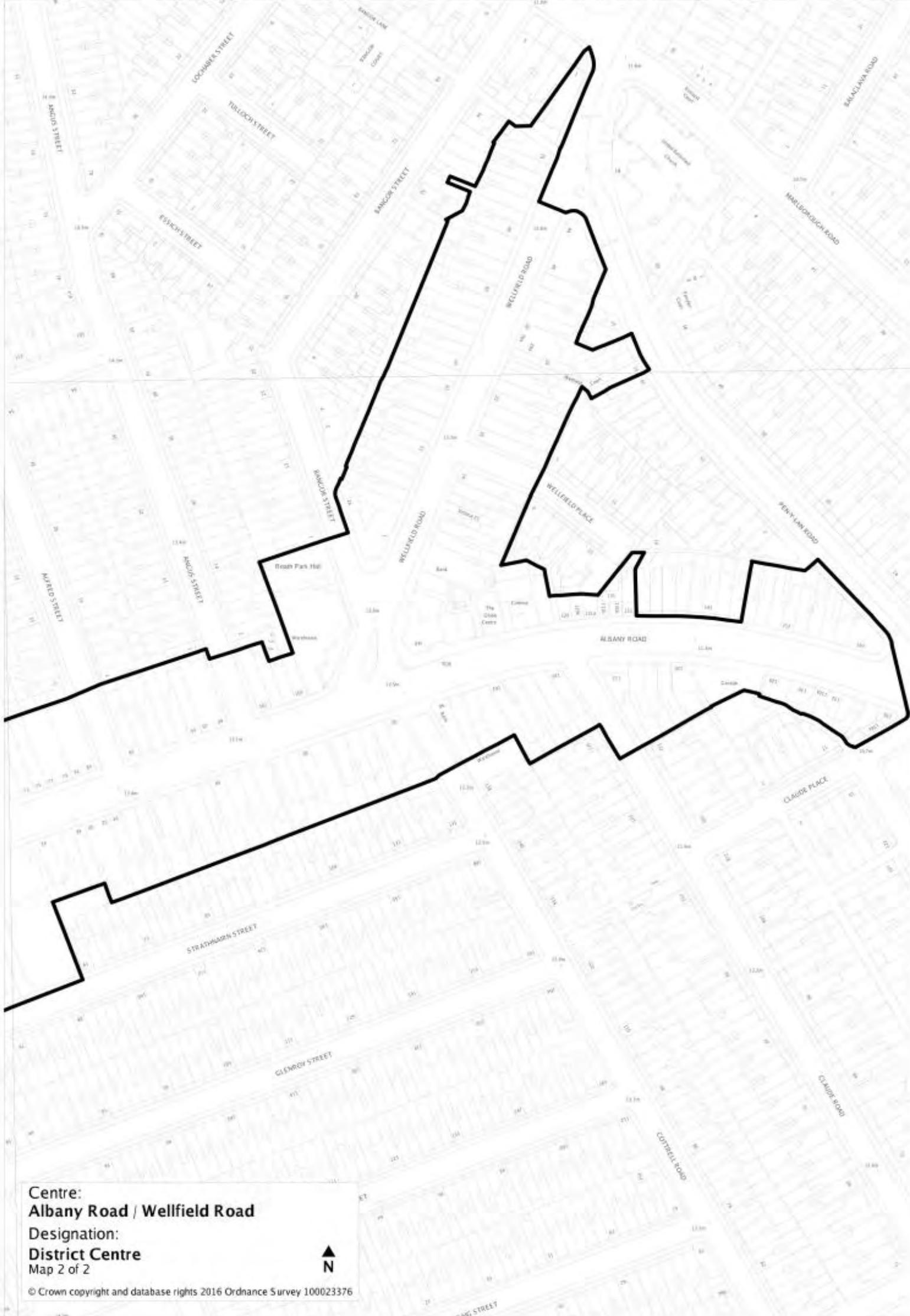
1. Birchgrove
2. Bute Street (Loudoun Square)
3. Cathedral Road
4. Countisbury Avenue
5. Caerau Lane
6. Fairwater Green
7. Gabalfa Avenue
8. Grand Avenue
9. High Street, Llandaff
10. Maelfa, Llanedeyrn
11. Newport Road, Rumney
12. Rhiwbina Village
13. Salisbury Road
14. Splott Road
15. Station Road, Llanishen
16. Station Road, Llandaff North
17. Station Road, Radyr
18. Tudor Street
19. Willowbrook Drive
20. Wilson Road



Centre:  
**Albany Road / Wellfield Road**

Designation:  
**District Centre**  
Map 1 of 2





Centre:  
**Albany Road / Wellfield Road**

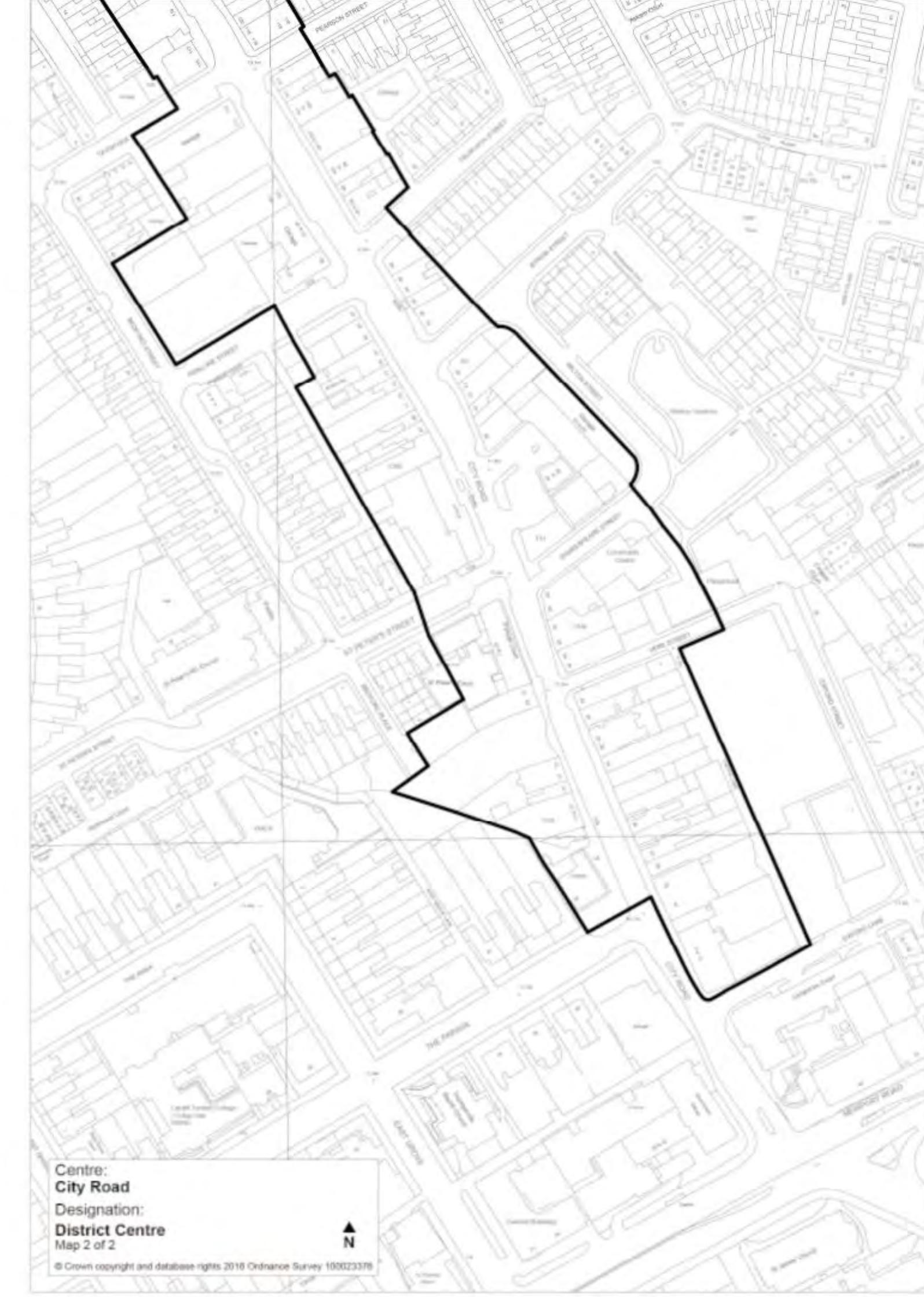
Designation:  
**District Centre**  
Map 2 of 2





Centre:  
**City Road**  
Designation:  
**District Centre**  
Map 1 of 2

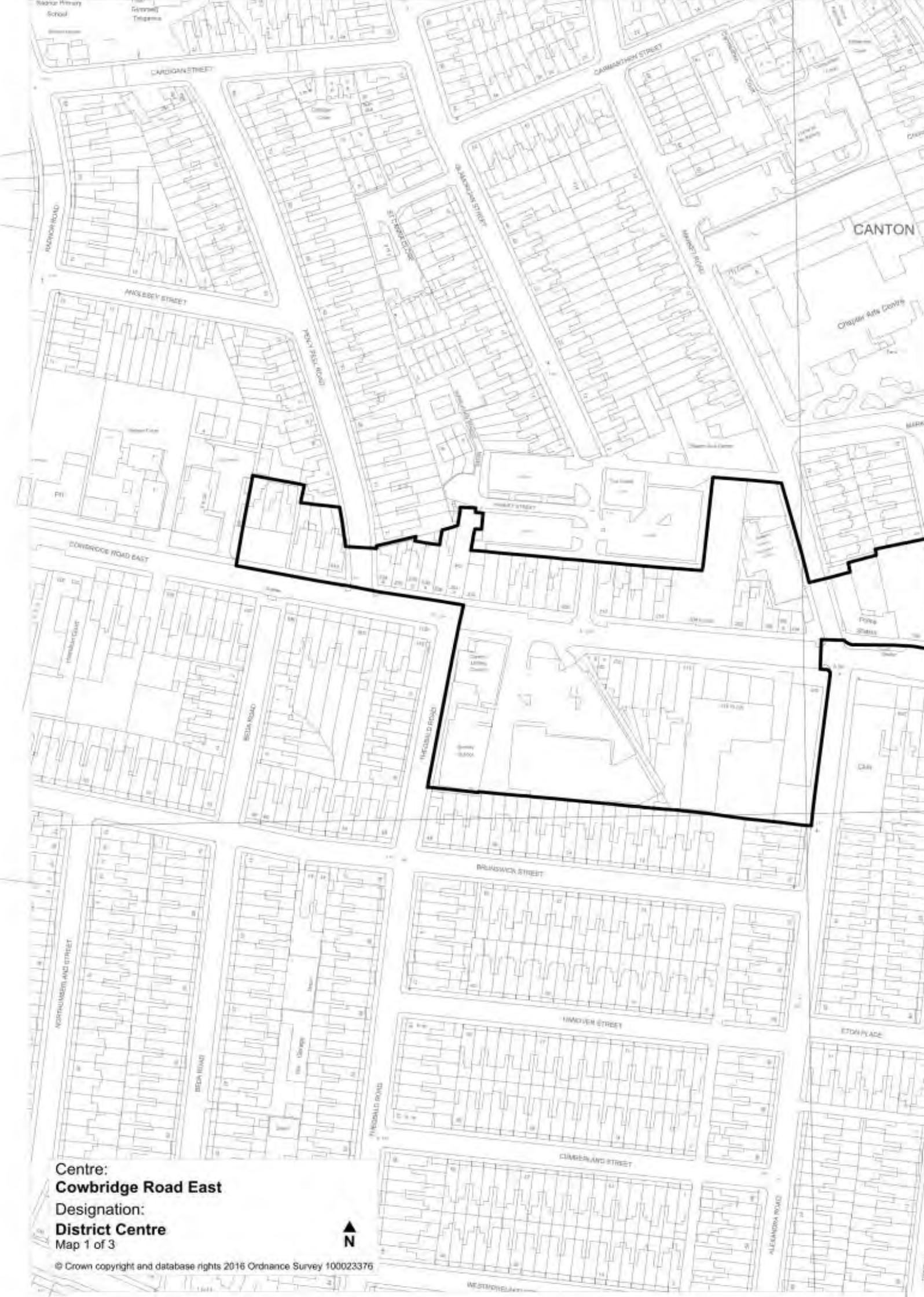




Centre:  
**City Road**  
Designation:  
**District Centre**  
Map 2 of 2







Centre:  
**Cowbridge Road East**  
Designation:  
**District Centre**  
Map 1 of 3





INTON

SPRINGFIELD PLACE

COWLEY STREET

MARKET PLACE

Seven Road School

Cowley Baptist Church

COWBRIDGE ROAD EAST

PHILLIPS ROAD

ST JOHN'S CHURCH

EMLE PLACE

Greenway 46

WELBY LANE

WELBY ROAD

MILNER ROAD

PHILIP STREET

WELLINGTON STREET

ANSTEE COURT

EDWYTH ROAD

Centre:  
Cowbridge Road East

Designation:  
District Centre  
Map 2 of 3





Centre:  
**Cowbridge Road East**

Designation:  
**District Centre**  
Map 3 of 3

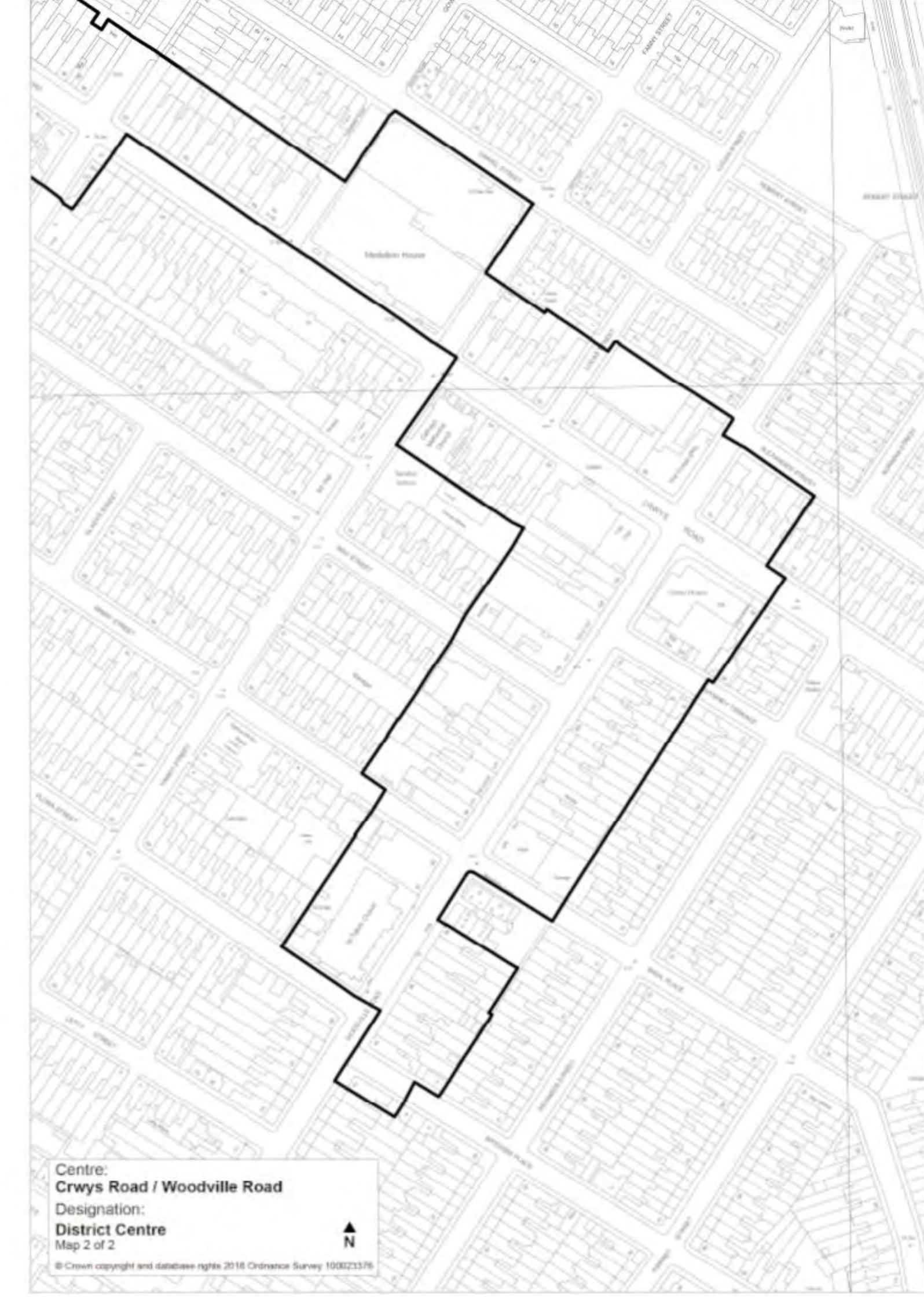




CATHAYS

Centre:  
Crwys Road / Woodville Road  
Designation:  
District Centre  
Map 1 of 2

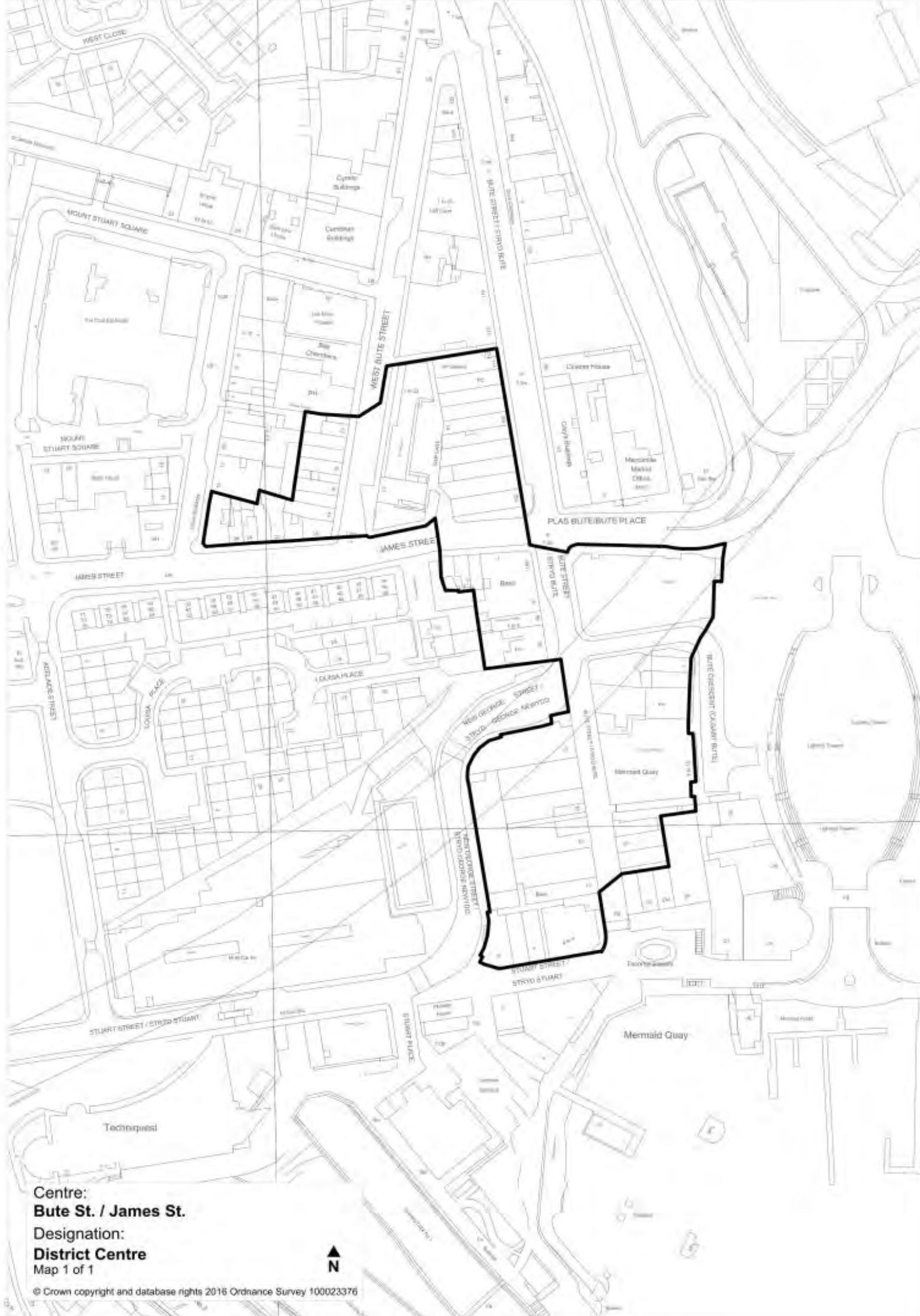




Centre:  
**Crwys Road / Woodville Road**

Designation:  
**District Centre**  
Map 2 of 2



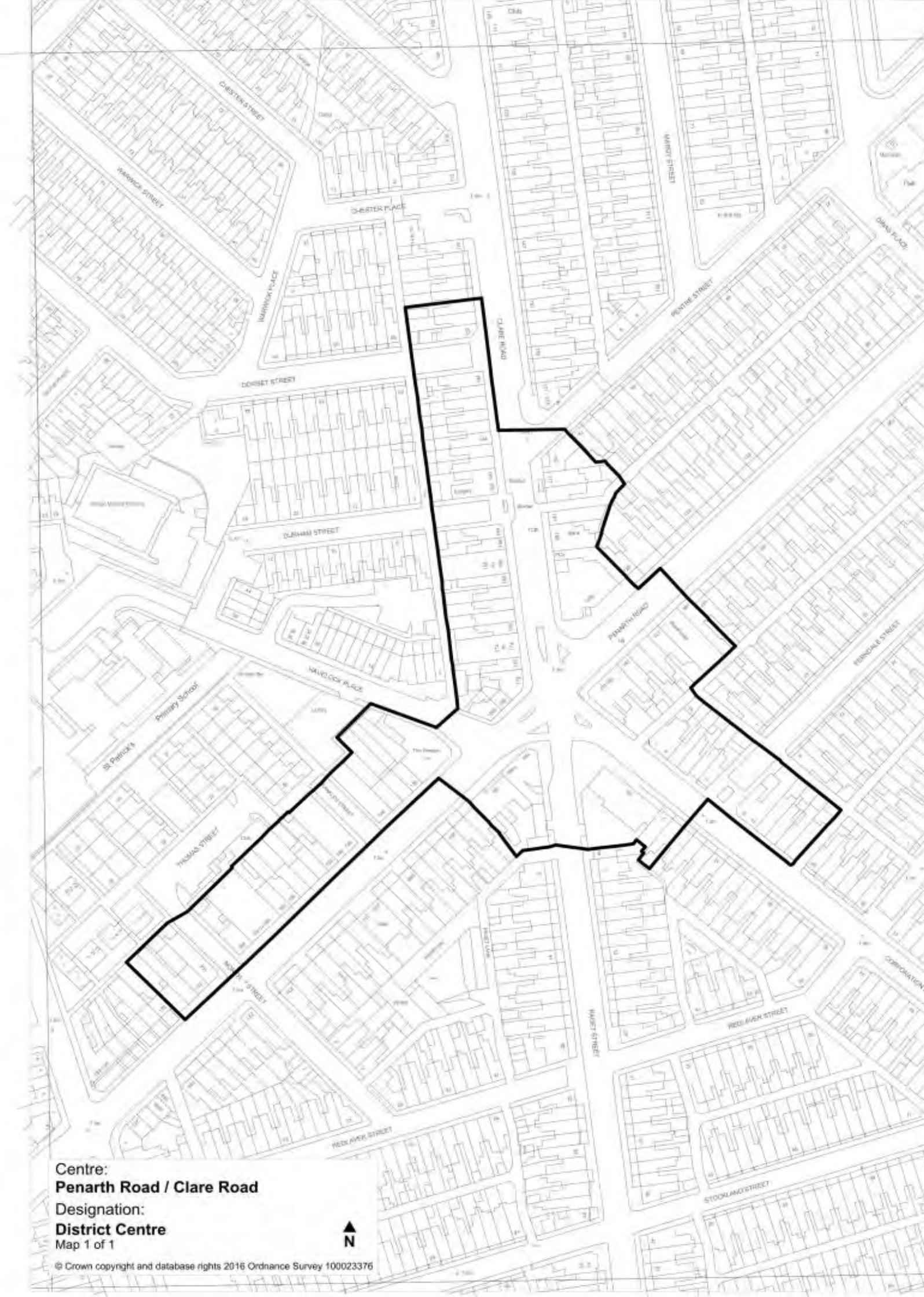


Centre:  
**Bute St. / James St.**

Designation:  
**District Centre**  
Map 1 of 1







Centre:  
**Penarth Road / Clare Road**

Designation:  
**District Centre**  
Map 1 of 1





Centre:  
**St. Mellons**  
Designation:  
**District Centre**  
Map 1 of 1





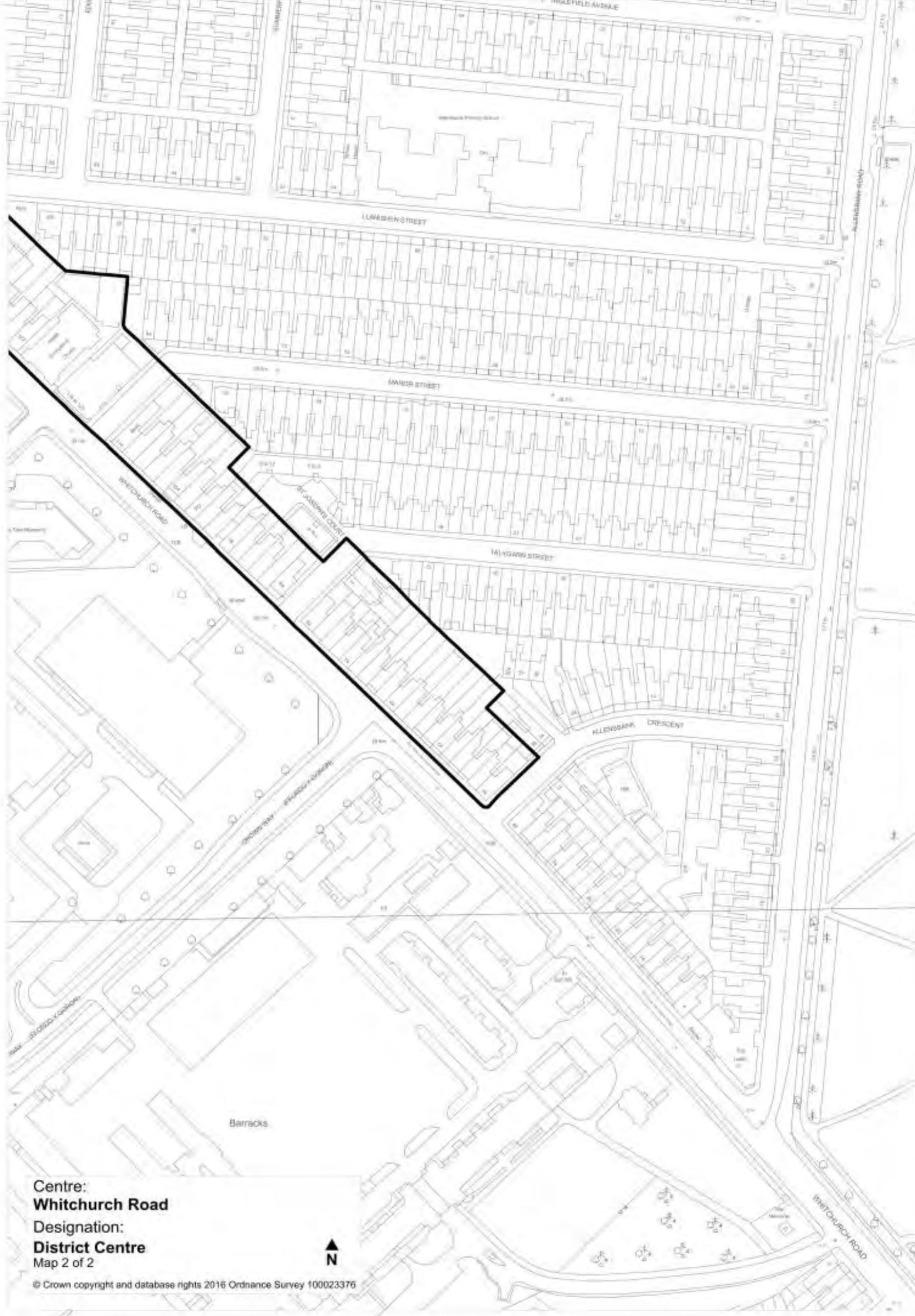
Centre:  
**Thornhill**  
Designation:  
**District Centre**  
Map 1 of 1





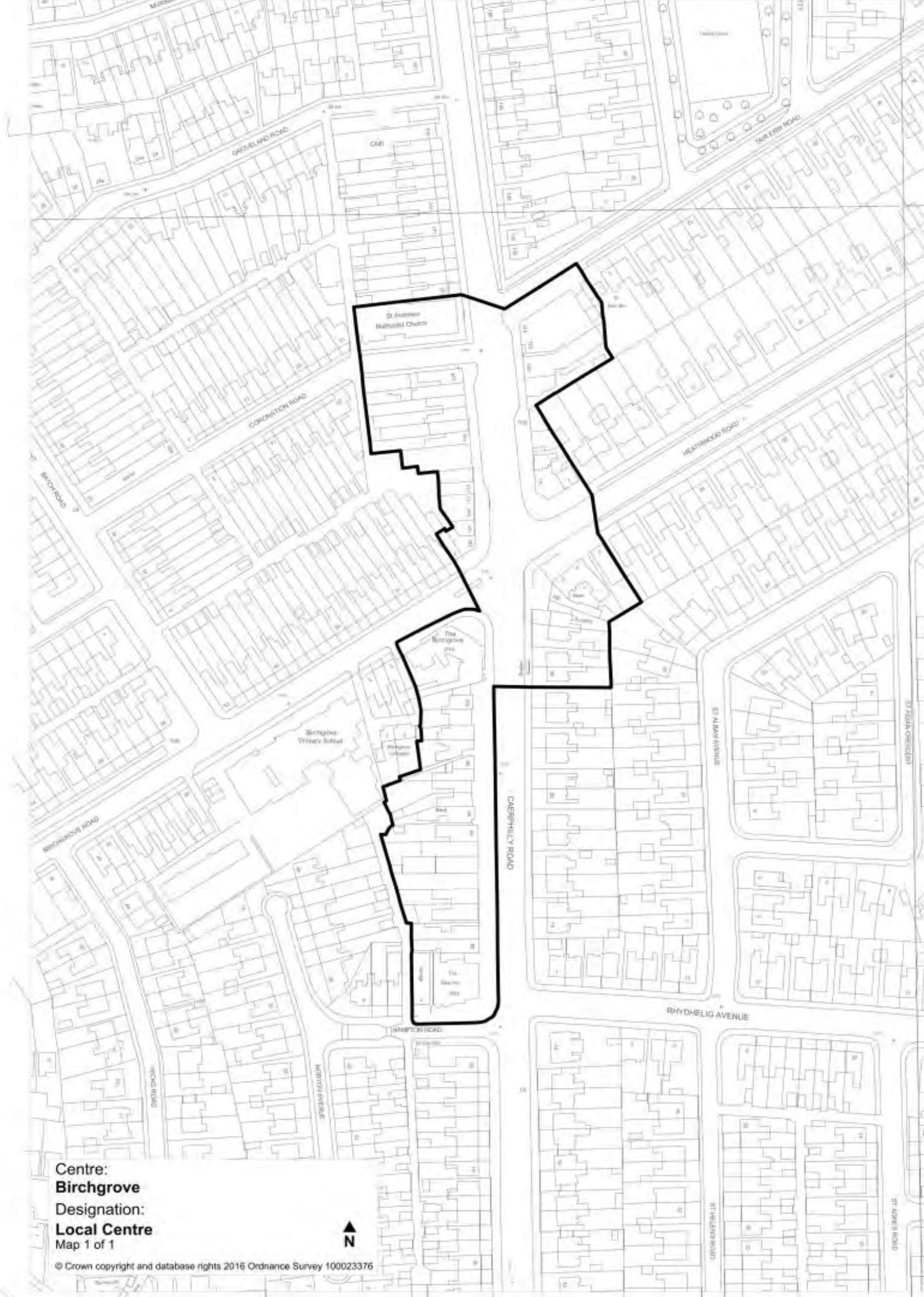
Centre:  
**Whitchurch Road**  
Designation:  
**District Centre**  
Map 1 of 2





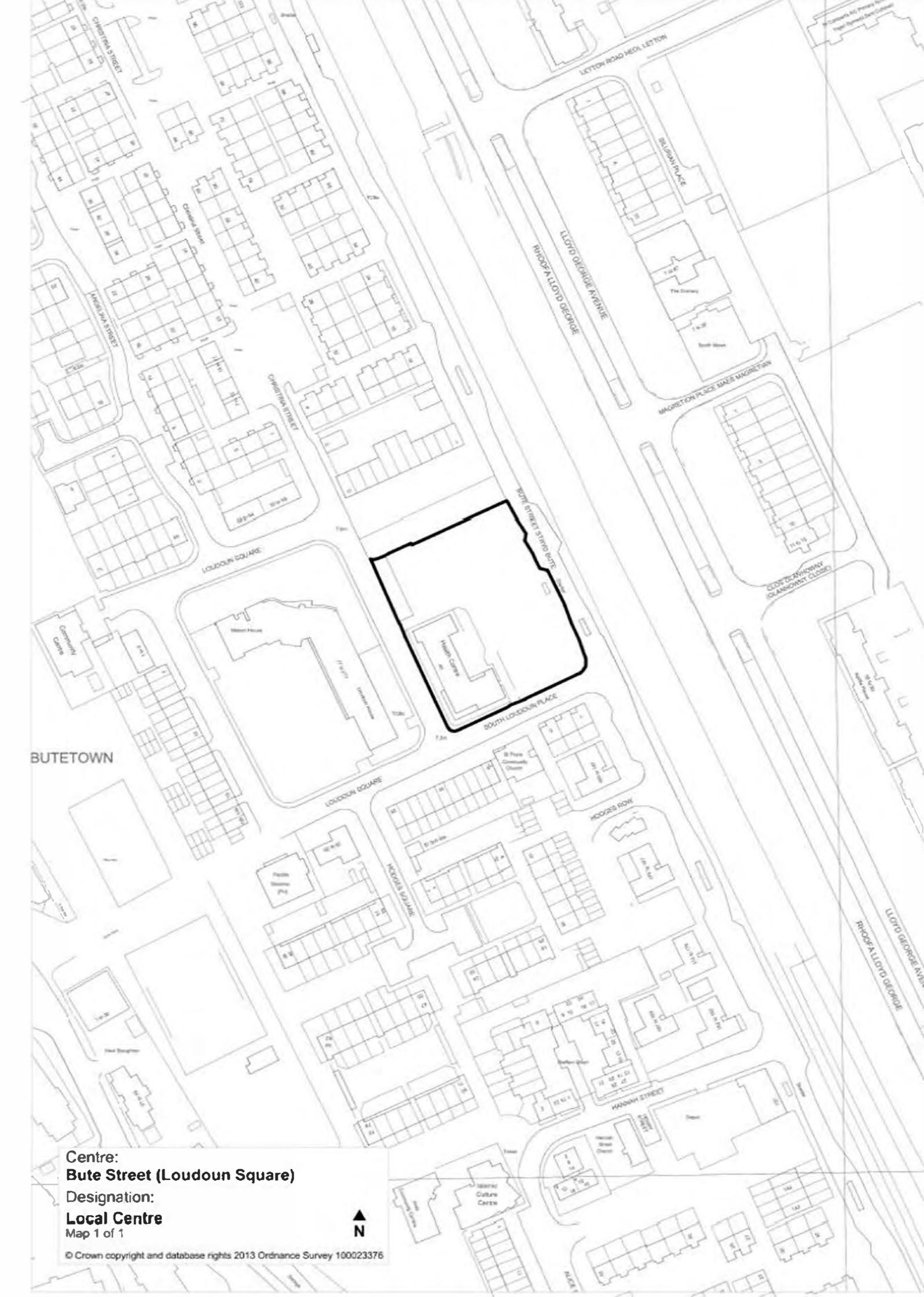
Centre:  
**Whitchurch Road**  
Designation:  
**District Centre**  
Map 2 of 2





Centre:  
**Birchgrove**  
Designation:  
**Local Centre**  
Map 1 of 1





BUTETOWN

Centre:  
**Bute Street (Loudoun Square)**

Designation:  
**Local Centre**  
Map 1 of 1





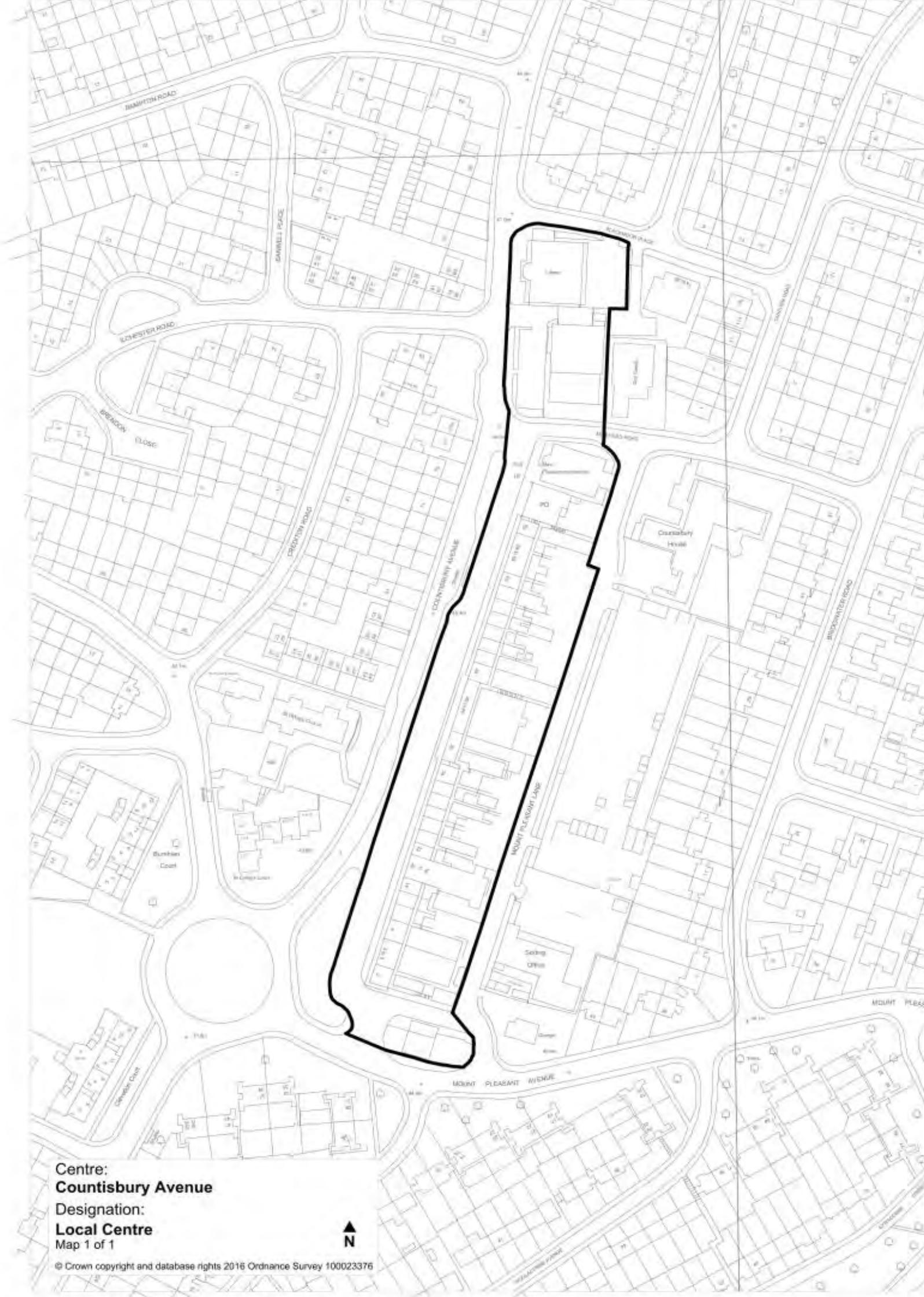
Centre:  
**Cathedral Road**

Designation:

**Local Centre**

Map 1 of 1



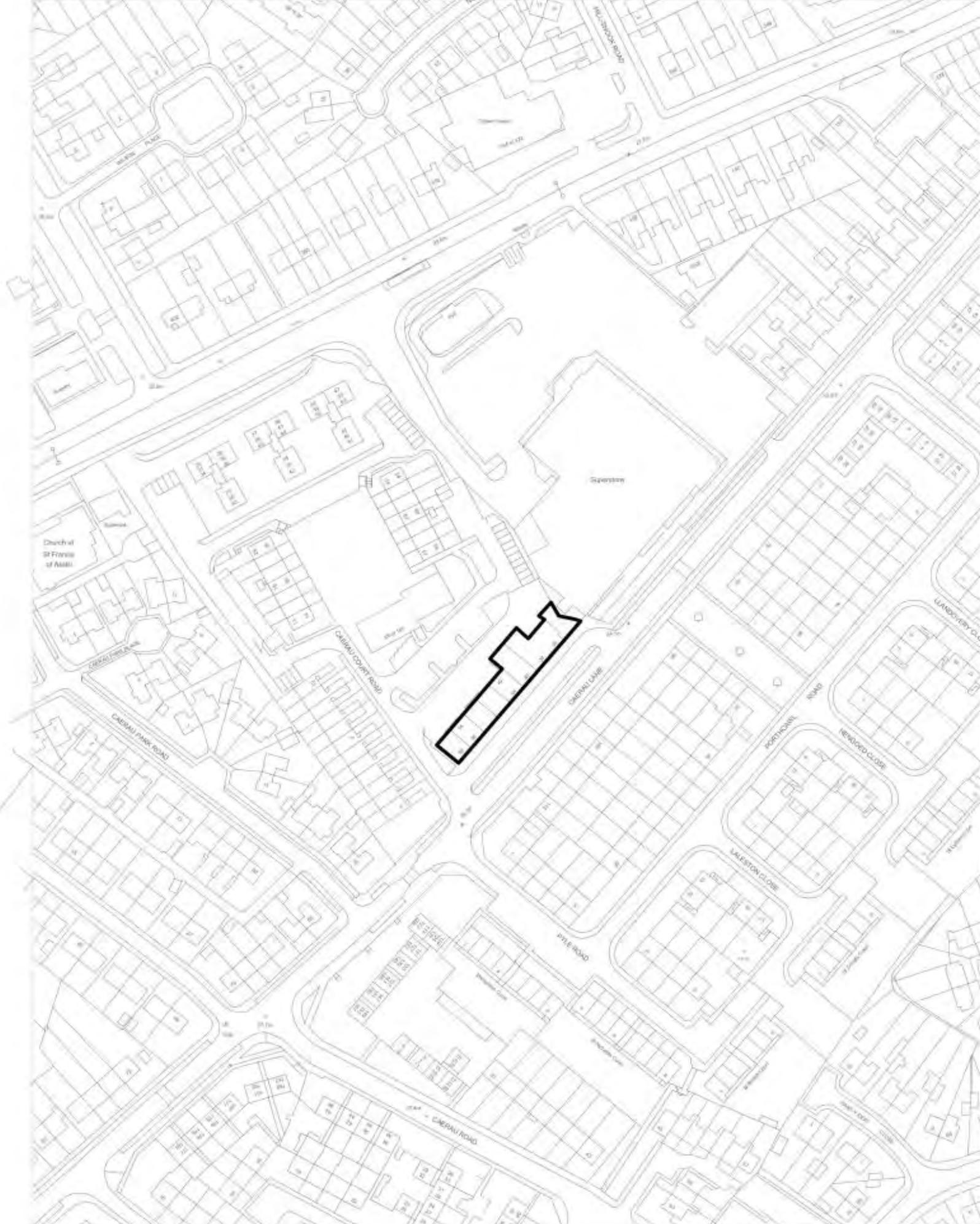


Centre:  
**Countisbury Avenue**

Designation:  
**Local Centre**

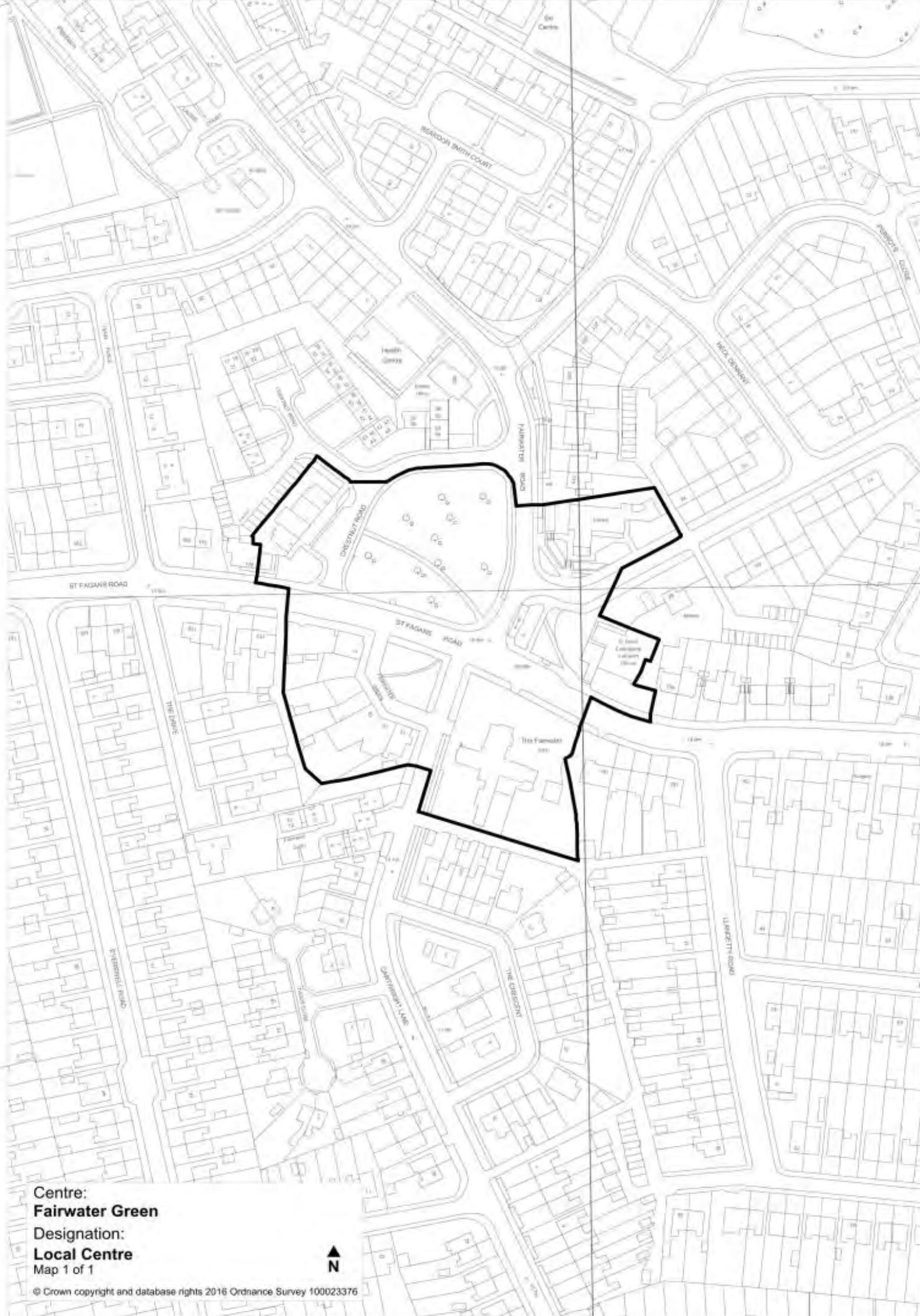
Map 1 of 1





Centre:  
**Caerau Lane**  
Designation:  
**Local Centre**  
Map 1 of 1





Centre:  
**Fairwater Green**

Designation:  
**Local Centre**

Map 1 of 1



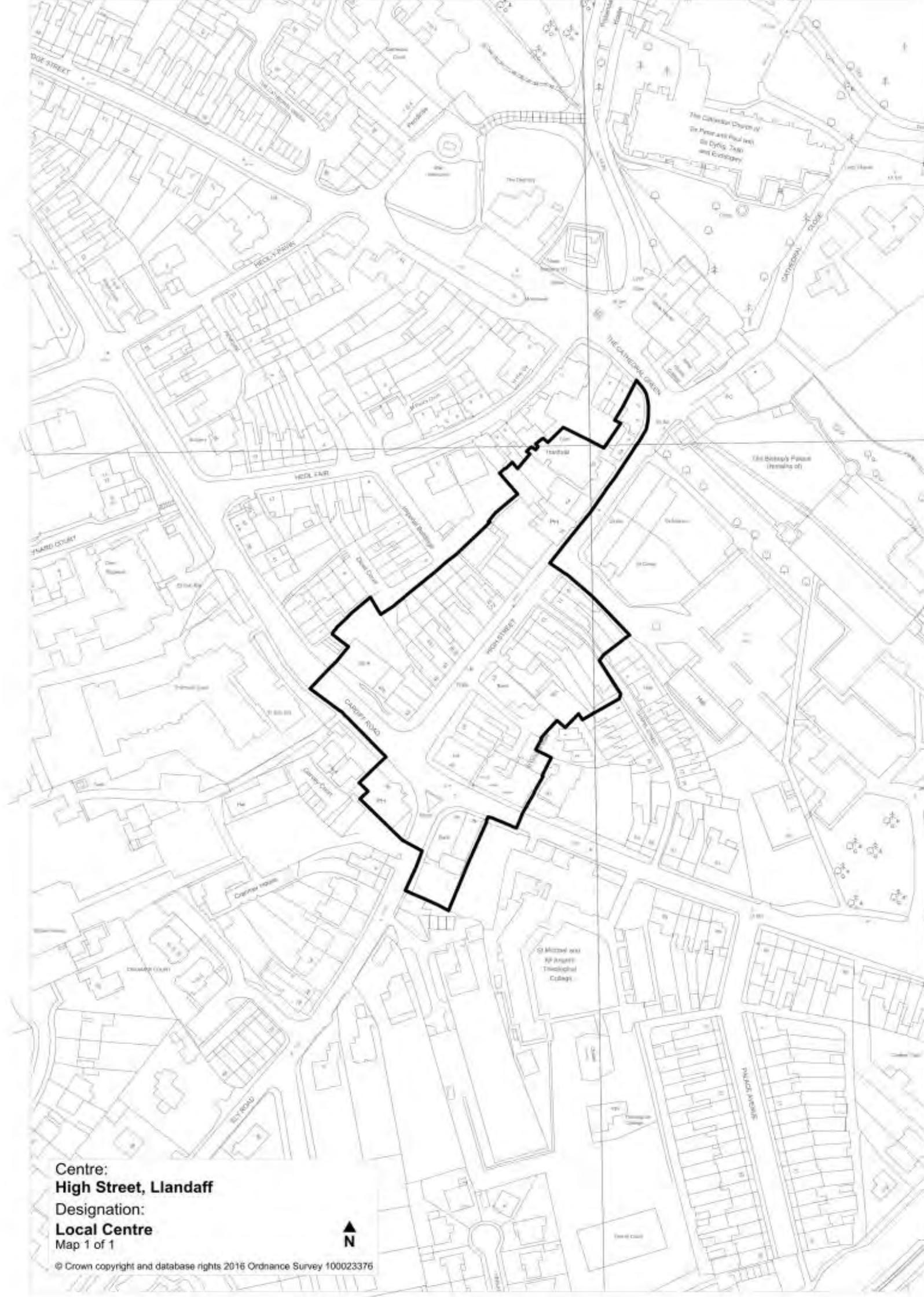




ELY  
(TRE-LAI)

Centre:  
**Grand Avenue**  
Designation:  
**Local Centre**  
Map 1 of 1



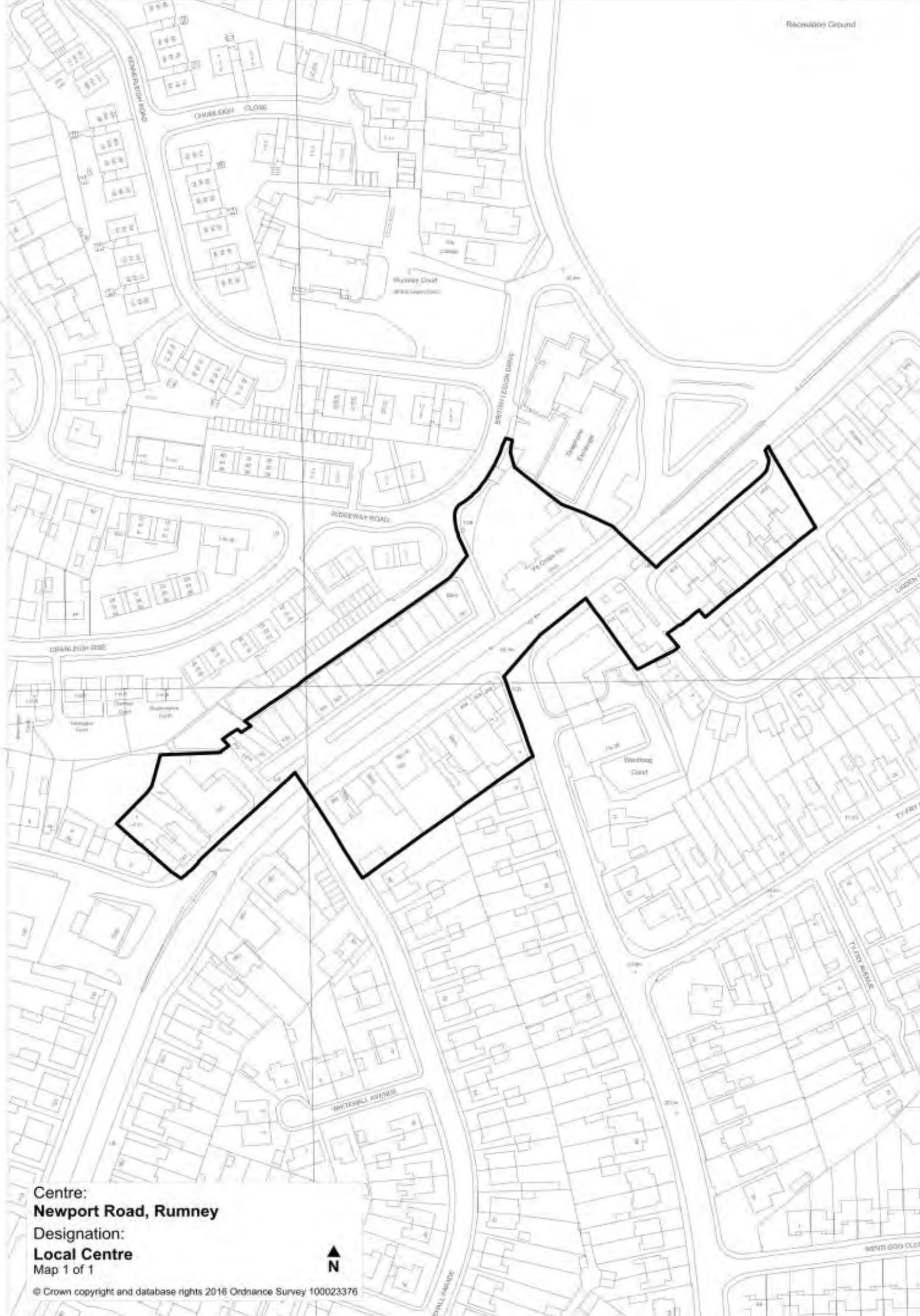


Centre:  
**High Street, Llandaff**

Designation:  
**Local Centre**  
Map 1 of 1







Centre:  
**Newport Road, Rumney**

Designation:  
**Local Centre**  
Map 1 of 1



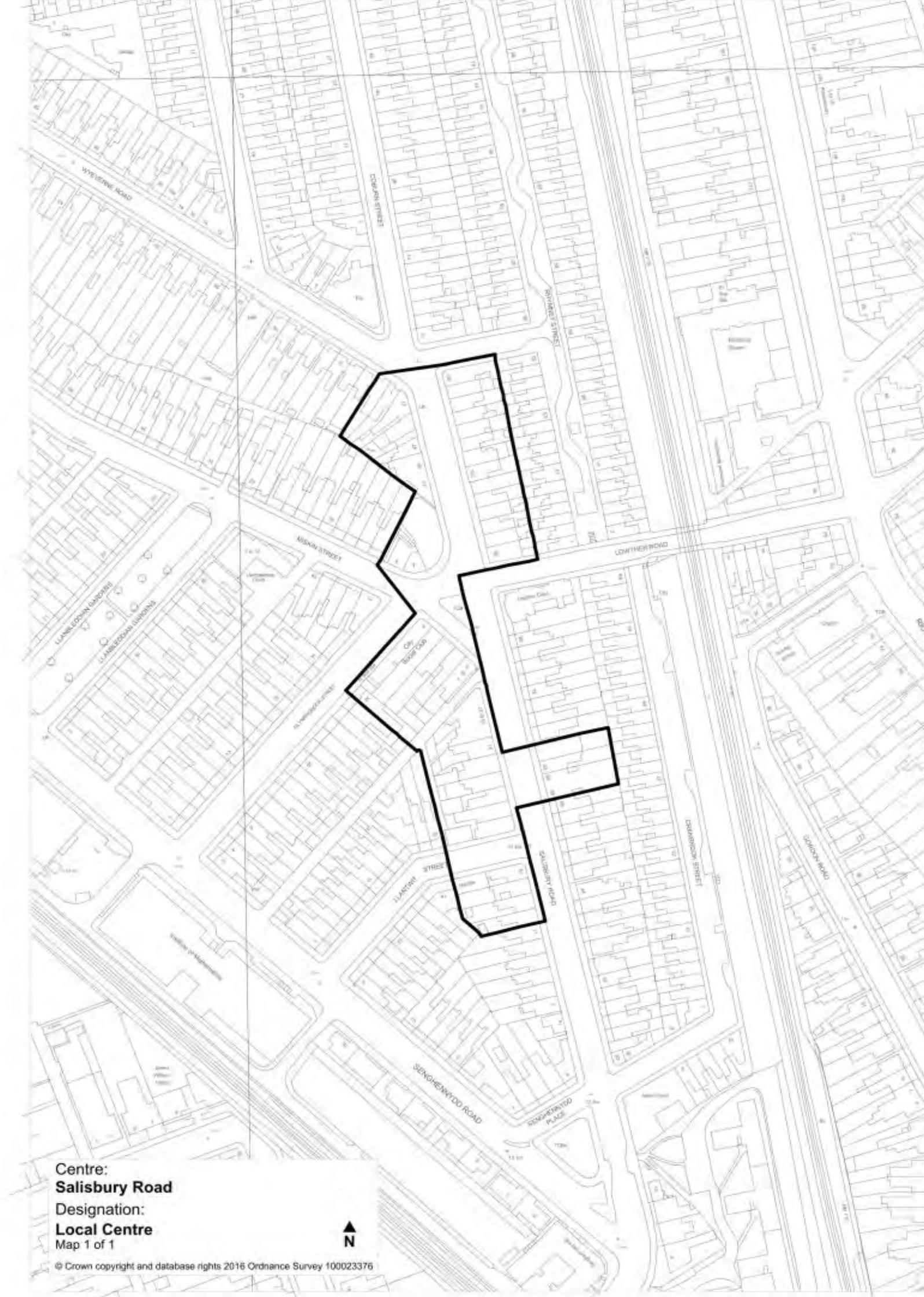


Centre:  
**Rhiwbina Village**

Designation:  
**Local Centre**

Map 1 of 1



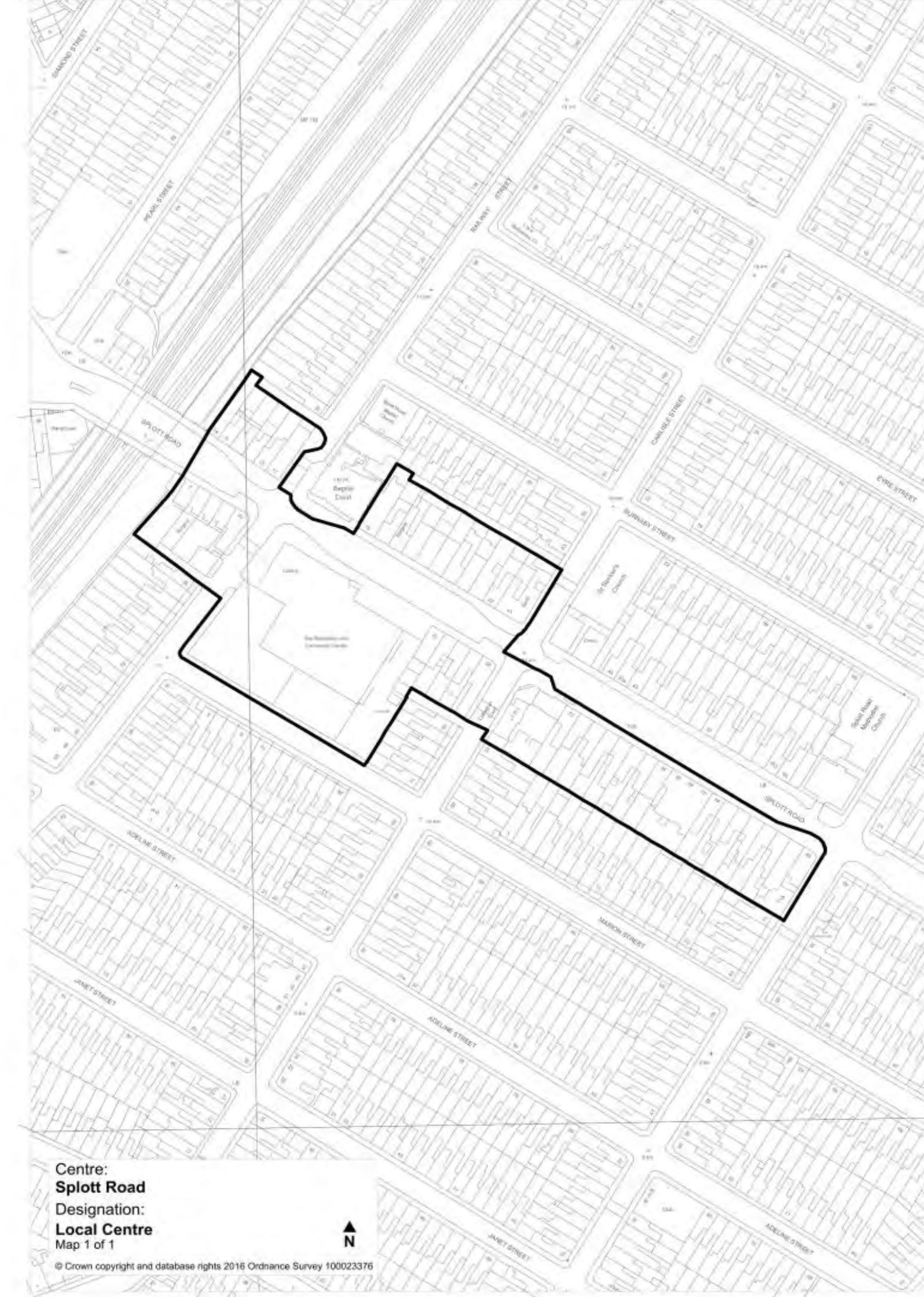


Centre:  
**Salisbury Road**

Designation:  
**Local Centre**

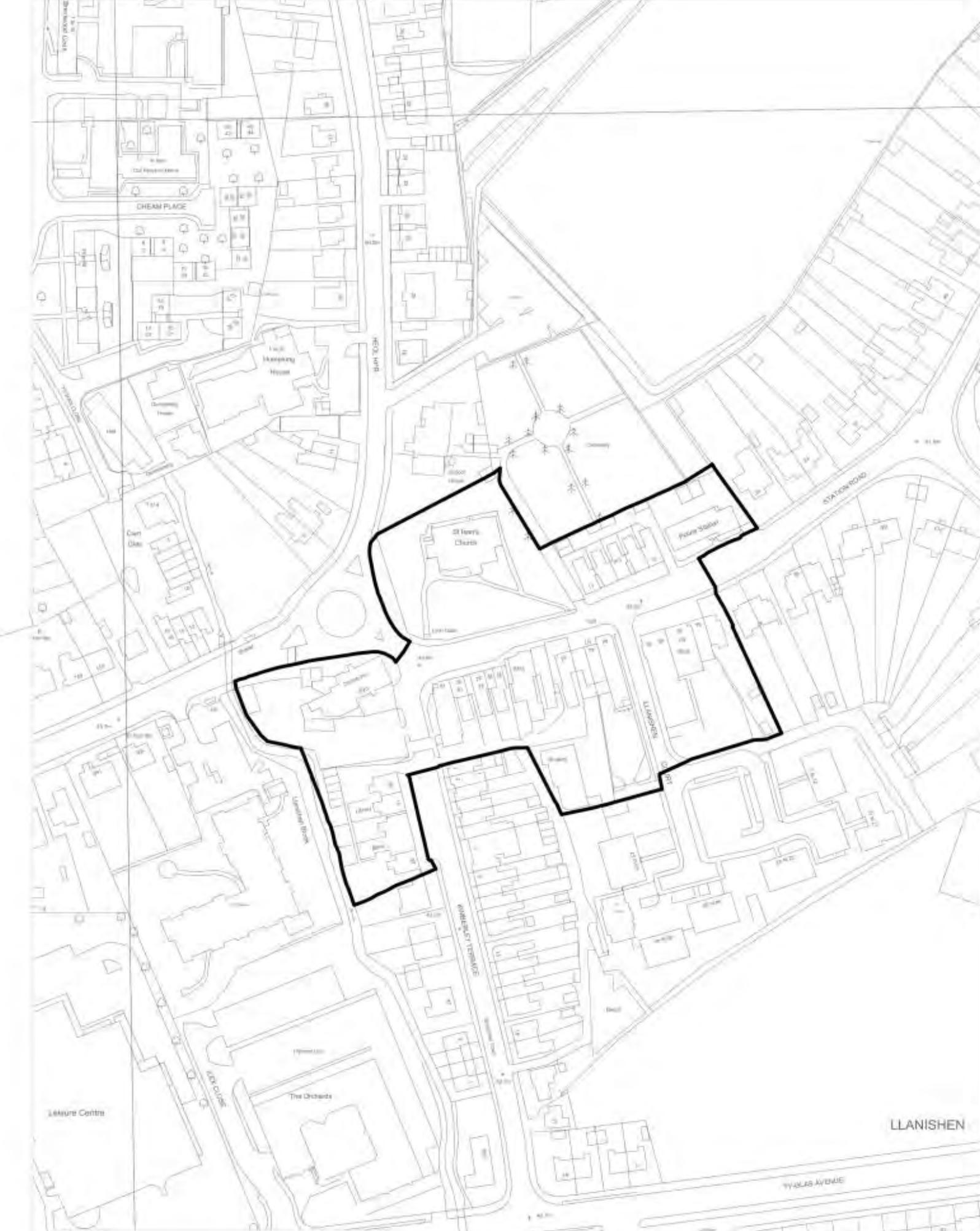
Map 1 of 1





Centre:  
**Splott Road**  
Designation:  
**Local Centre**  
Map 1 of 1





Centre:  
**Station Road, Llanishen**

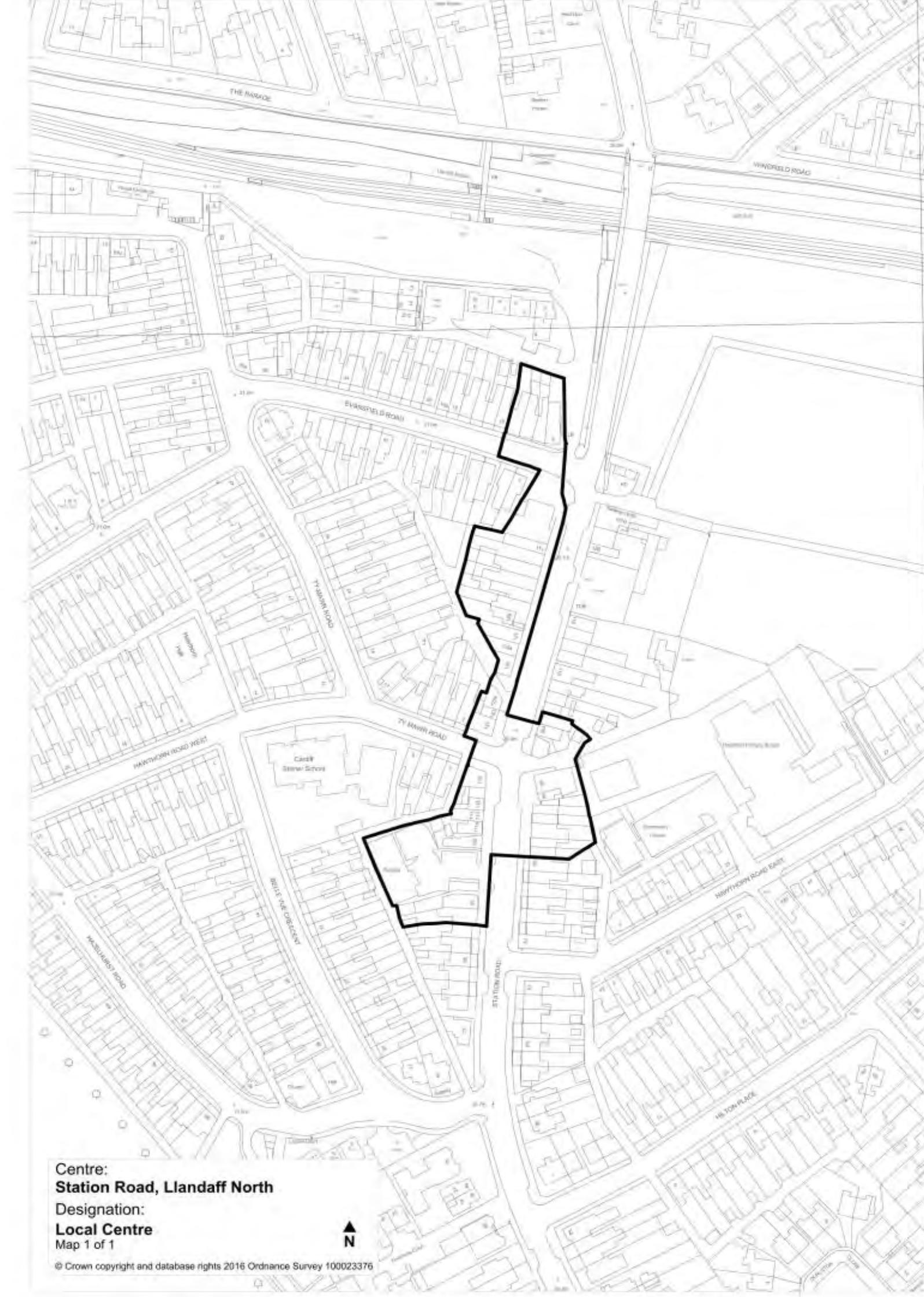
Designation:

**Local Centre**

Map 1 of 1



LLANISHEN



Centre:  
**Station Road, Llandaff North**

Designation:  
**Local Centre**  
Map 1 of 1





MP 0.5

Afon Taf / River Taff

46.3m

16 Lodge

42.4m

WINDSOR CRESCENT

Car Park

Garage

Radyr Station

Dwt Brynleg

El Sub Sta

Ty Cornel

HEOL ISAF

Church

STATION ROAD

Tel Ex

40.0m



KING'S AVENUE

WINDSOR ROAD

PLYMOUTH DRIVE

El Sub Sta

KING'S ROAD

War Meml

38.1m

El Sub Sta

Chrst Church

RECTORY CLOSE

TAFF TERRACE

Spring

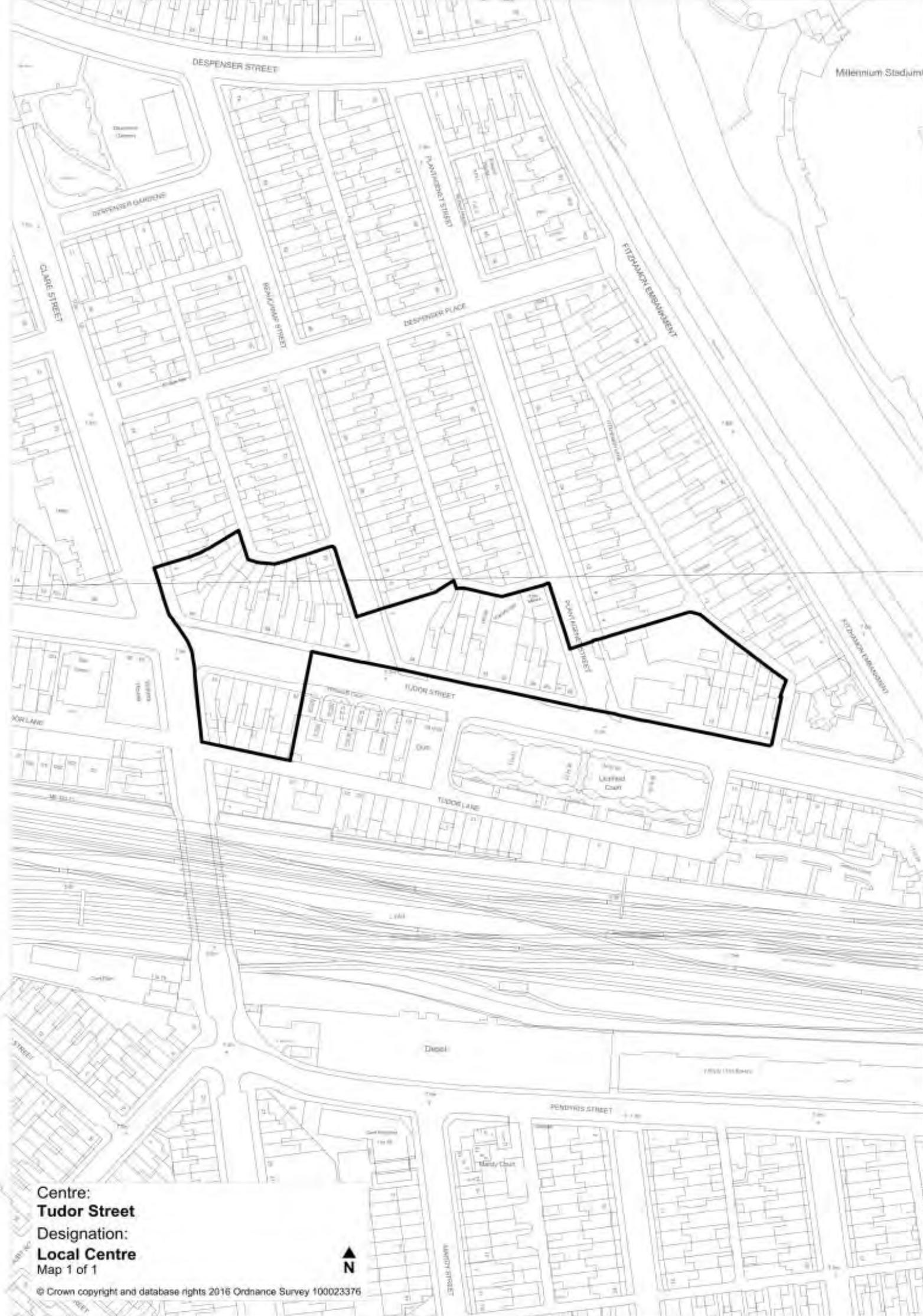
Spring Wood

Pond

Centre:  
Station Road, Radyr

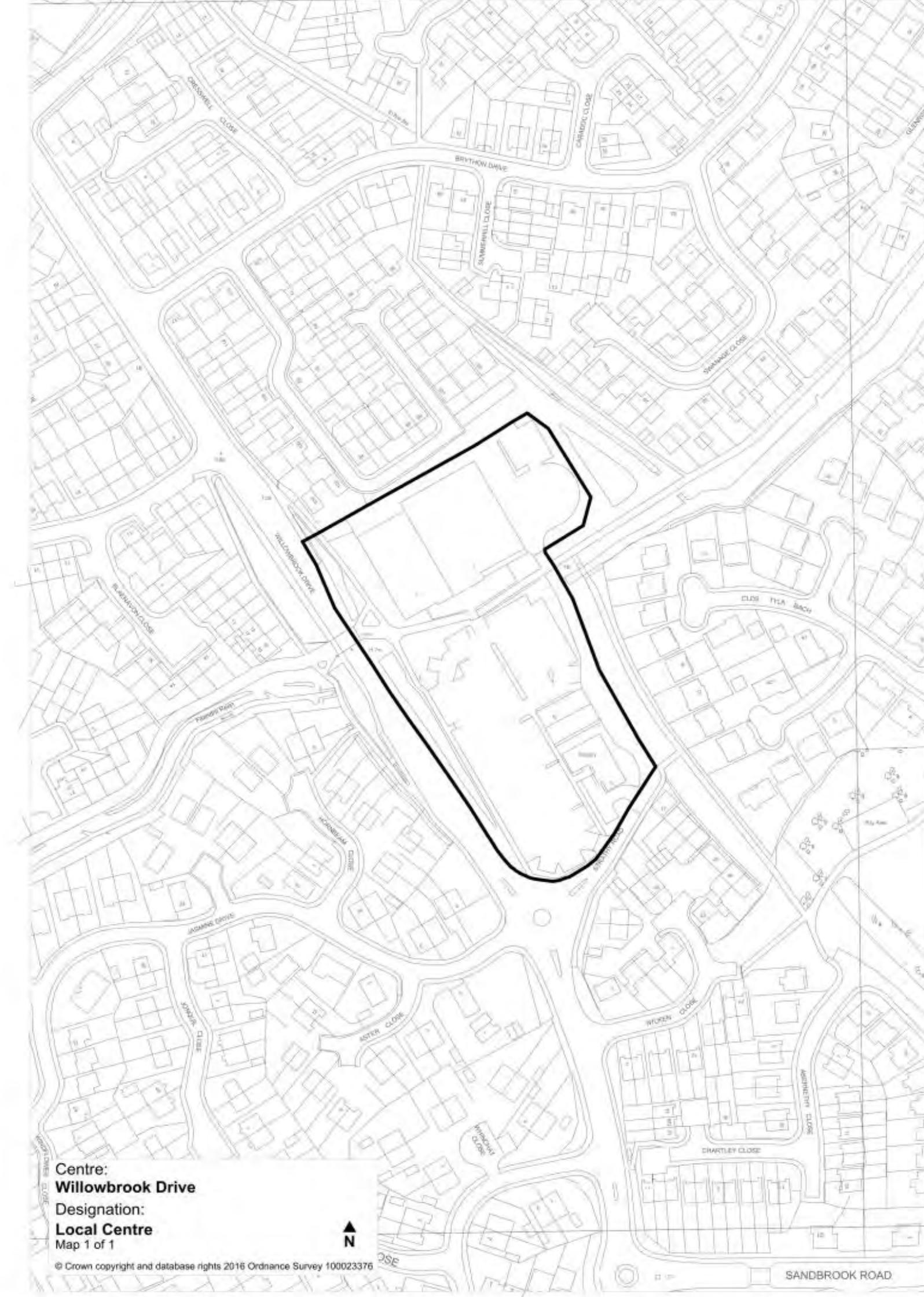
Designation:  
Local Centre  
Map 1 of 1





Centre:  
**Tudor Street**  
Designation:  
**Local Centre**  
Map 1 of 1

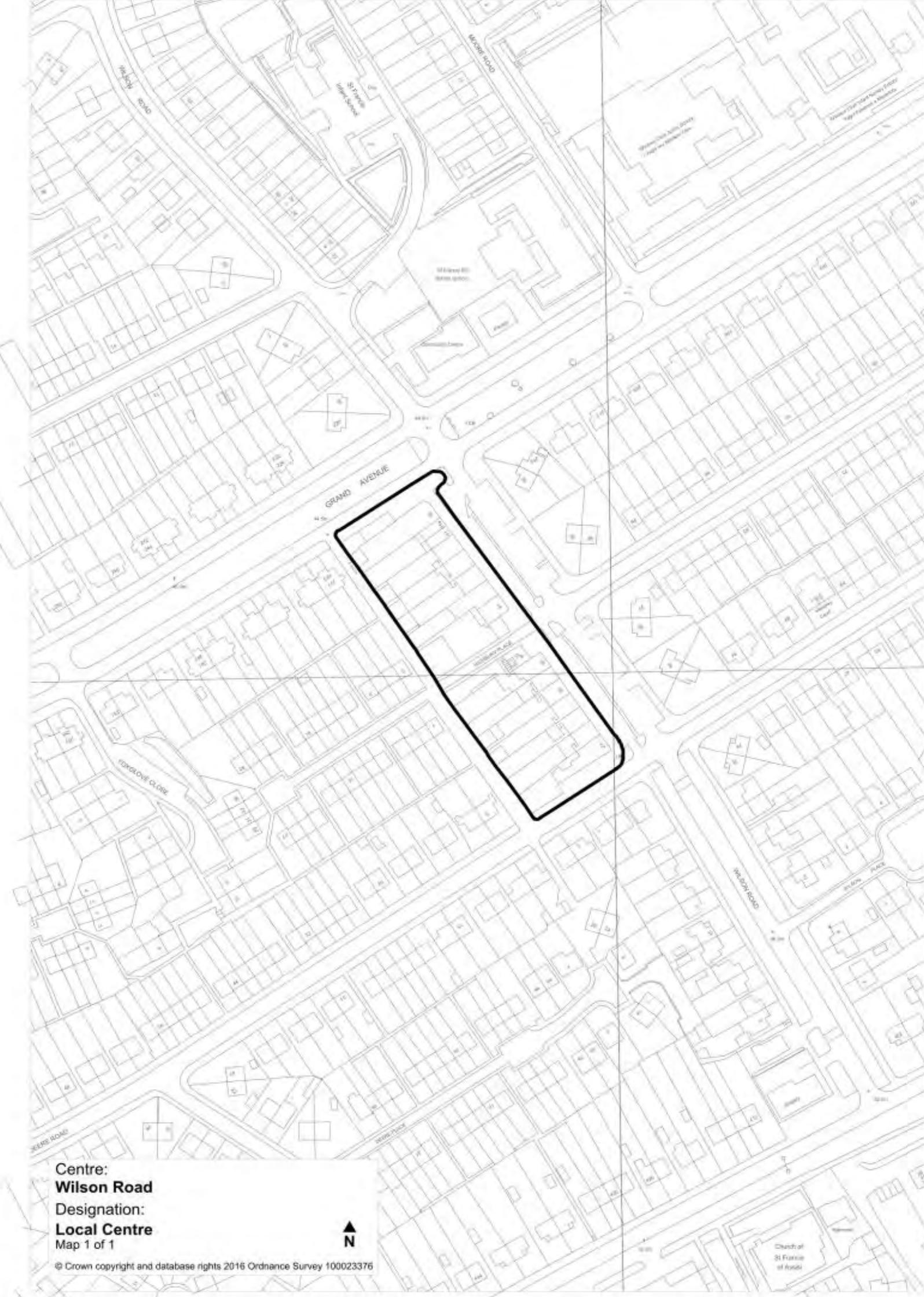




Centre:  
**Willowbrook Drive**

Designation:  
**Local Centre**  
Map 1 of 1





Centre:  
**Wilson Road**  
Designation:  
**Local Centre**  
Map 1 of 1



Church of  
St Francis  
of Assisi

## Appendix 8: District and Local Centres

# Appendix 9: Monitoring Framework

## Appendix 9: Monitoring Framework

CONTEXTUAL INDICATORS	TARGET	TRIGGER	SOURCE
Annual unemployment rate	The annual unemployment rate decreases	The annual unemployment rate increases for two or more consecutive years	Regional Labour Market Statistics (ONS) and Stats Wales
% of population in the 100 most deprived wards in Wales	The percentage of population in the 100 most deprived wards in Wales decreases	The percentage of population in the 100 most deprived wards in Wales increases for 2 or more consecutive years	Welsh Index of Multiple Deprivation
Level of Police recorded crime in Cardiff	Police Recorded Crime rates decrease	Police Recorded Crime rates increase for two or more consecutive years	Local Crime Statistics, Home Office (ONS)
Percentage of adults meeting recommended guidelines for physical activity	The percentage of adults meeting recommended guidelines for physical activity increases annually over the Plan period	The percentage of adults meeting recommended guidelines for physical activity decreases for two or more consecutive years	Wales Health Survey
Waste reduction rate	Waste reduction rate of 1.2% annually to 2050	The waste reduction rate falls below 1.2% for two or more consecutive years	CCC Waste Management Section

OBJECTIVE 1 - TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB1 EC1	KP2, KP9, EC1-EC7	<b>CORE</b> Employment land permitted (ha) on allocated sites as a percentage of all employment allocations	None	None	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Business and Industrial Monitoring Schedule  Council Business Class Office Schedule
OB1 EC2	KP2, KP9, EC1-EC7	<b>CORE</b> Annual Employment land take up (based on completions) in Cardiff (including on Strategic Sites - Policy KP2)	Offices (B1) = 27,000-33,400 sqm annually.  Industrial (B1 b/c, B2, B8) = 4 to 7 ha annually	Offices (B1) = Take up is more than 10% above or below the target for 2 or more consecutive years Industrial (B1 b/c, B2, B8) = Take up is more than 10% above or below the target for 2 or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Business and Industrial Monitoring Schedule  Council Business Class Office Schedule
OB1 EC3	KP2, EC1-EC7	<b>LOCAL</b> Amount of employment land lost to non-employment uses in primary and local employment sites (Policy EC1)	No loss of employment land (Policy EC1) unless in accordance with Policy EC3	Loss of one or more occupied premises or parcel of land on primary or local employment sites (Policy EC1) unless in accordance with Policy EC3	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Business and Industrial Monitoring Schedule  Council Business Class Office Schedule  Council Monitoring – Planning Applications and Consents

# Appendix 9: Monitoring Framework

OBJECTIVE 1 - TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT							
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE	
OB1 EC4	KP2(A), KP9, EC1-EC7	<b>LOCAL</b> Employment provision on Allocated Sites – (KP2 A – Cardiff Central Enterprise Zone)	Employment densities for B1 use at least 14.5 per sqm (gross external value)	No trigger is set at present but will be revised once further details are known.	N/A	Council Business and Industrial Monitoring Schedule  Council Business Class Office Schedule	
OB1 EC5	KP2(C), KP9, EC1-EC7	<b>LOCAL</b> Employment provision on Allocated Sites – (KP2 C – North West Cardiff )	15,000 sqm (B1 & B1 (B&C)	No trigger is set at present but will be revised once further details are known.	N/A	Council Business and Industrial Monitoring Schedule  Council Business Class Office Schedule	
OB1 EC6	KP2(D&E), KP9, EC1-EC7	<b>LOCAL</b> Employment provision on Allocated Sites – (KP2 D&E – North of J33 + South of Creigiau)	3 ha by J33 plus 2.5 ha flexible local employment space	No trigger is set at present but will be revised once further details are known.	N/A	Council Business and Industrial Monitoring Schedule  Council Business Class Office Schedule	
OB1 EC7	KP2(F), KP9, EC1-EC7	<b>LOCAL</b> Employment provision on Allocated Sites (KP2 F – North East Cardiff)	6.5 ha (B1 & B1 (B&C)	No trigger is set at present but will be revised once further details are known.	N/A	Council Business and Industrial Monitoring Schedule  Council Business Class Office Schedule	

OBJECTIVE 1 - TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB1 EC8	KP2(H), KP9, EC1-EC7	<b>LOCAL</b> Employment provision on Allocated Sites – (KP2 H – South of St Mellons Business Park	80,000 to 90,000 sqm (B1(b)/(c))	No trigger is set at present but will be revised once further details are known.	N/A	Council Business and Industrial Monitoring Schedule  Council Business Class Office Schedule
OB1 EC9	KP2, KP9, EC1-EC7	<b>LOCAL</b> Net job creation over the remaining Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015)	19,100 by 2026 or 1,736 annually. Target is set out 1,750 jobs annually over the remaining Plan period	If annual creation of new jobs falls more than 10% below the anticipated rate of 1,750 jobs for 2 or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	ONS (Annual Business Inquiry & Annual Population Survey
OB1 EC10	R1-R8	<b>LOCAL</b> Active A1 (retail) units within District & Local Centres remaining the predominant use	A1 units comprising 40% of all units within District & Local Centres (Base Level in 2013)	A1 units comprising less than 40% of all units within a centre.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Monitoring /Site Surveys
OB1 EC11	R1-R8	<b>LOCAL</b>	100%	90%	When a trigger point is activated an assessment will be undertaken to identify the	Council Monitoring /Site Surveys

# Appendix 9: Monitoring Framework

OBJECTIVE 1 - TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB1 EC12	KP10, R1-R8	Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.  <b>LOCAL</b> Percentage of ground floor vacant retail units in the Central Shopping Area, District & Local Centres	Vacancy levels are no higher than the national UK average (12%)  Current vacancy levels in Cardiff are 9% (City Centre), 10% (District Centres) and 9% (Local Centres)	Vacancy levels rise above national UK average for more than 2 consecutive years	underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.  When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Monitoring /Site Surveys  Council City Centre Land Use Floor Space Survey  GOAD Data (Experian)
OB1 EC13	KP10, R1-R8	<b>LOCAL</b> Number of retail developments permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test	No retail developments permitted outside these areas (unless in accordance with Policy R6 and an assessment of need and strict application of the sequential test)	1 or more retail developments are permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Out of Centre Monitoring Schedule  Council Monitoring – Planning Applications and Consents

OBJECTIVE 1 - TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB1 EC14	KP2, KP6, KP8, T1-T9	<b>LOCAL</b> Achievement of 50:50 modal split for all journeys by 2026	Increase the sustainable travel proportion of the modal split by 1% per annum for each journey purpose: 1) Work = 45.2% (2014) 2) Education = 57.8% (2014) 3) Shopping (City Centre) = 67.1% (2014) 4) Shopping (Other) = 43.2% (2014) 5) Leisure = 58% (2014)	Failure to achieve an annual increase of 1% for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy/Transportation Infrastructure Plan Cardiff Local Transport Plan (LTP) Ask Cardiff Survey Infrastructure Plan
OB1 EC15	KP2, KP6, KP8, T1-T9	<b>LOCAL</b> Percentage of people walking (all journeys)	An annual increase of journeys made on foot for each journey purpose: 1) Work = 15.9% (2014) 2) Education = 24.1% (2014) 3) Shopping (City Centre) = 16.7% (2014) 4) Shopping (Other) = 22.3% (2014) 5) Leisure = 19% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Transportation Surveys Accessibility Mapping Congestion Monitoring Ask Cardiff Survey Infrastructure Plan
OB1 EC16	KP2, KP6, KP8, T1-T9	<b>LOCAL</b> Percentage of people cycling (all journeys)	An annual increase of journeys made by bike for each journey purpose: 1) Work = 10.6% (2014) 2) Education = 9.5% (2014) 3) Shopping (City Centre) = 5.9% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	Transportation Surveys Accessibility Mapping Congestion Monitoring

# Appendix 9: Monitoring Framework

OBJECTIVE 1 - TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB1 EC17	KP2, KP6, KP8, T1-T9	<b>LOCAL</b> Percentage of people travelling by bus (all journeys)	An annual increase of journeys made by bus for each journey purpose: 1) Work = 11.1% (2014) 2) Education = 13% (2014) 3) Shopping (City Centre) = 29.4% (2014) 4) Shopping (Other) = 8.6% (2014) 5) Leisure = 11.2(2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Ask Cardiff Survey Infrastructure Plan  Transportation Surveys Accessibility Mapping Congestion Monitoring Ask Cardiff Survey Infrastructure Plan
OB1 EC18	KP2, KP6, KP8, T1-T9	<b>LOCAL</b> Percentage of people travelling by train (all journeys)	An annual increase of journeys made by bus for each journey purpose: 1) Work = 5.8% (2014) 2) Education = 5.2% (2014) 3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014) 5) Leisure = 8.7% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Transportation Surveys Accessibility Mapping Congestion Monitoring Ask Cardiff Survey Infrastructure Plan
OB1 EC19	KP2, KP6, KP8, T1-T9	<b>LOCAL</b> Improvement in journey times by bus	An annual 1 percent improvement in journey times for key corridors (North West	Failure to achieve an annual improvement in bus journey times	When a trigger point is activated an assessment will be undertaken to identify the	Congestion Monitoring Ask Cardiff Survey

OBJECTIVE 1 - TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB1 EC20	KP2, KP6, KP8, T1-T9	<b>LOCAL</b> Improvement in bus journey time reliability	An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	of 1% for two or more consecutive years	underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan. The assessment will also identify congested pinch points and quantify specific corridor journey time and journey time reliability improvements that are required and establish appropriate revised targets	Transport Assessments received through the Development Control process; S106 Monitoring Requirements established through the Development Control process Infrastructure Plan
				Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan. The assessment will also identify congested pinch points and quantify specific corridor journey time and journey time reliability improvements that are required and establish appropriate revised targets	Transportation Surveys Accessibility Mapping Congestion Monitoring Ask Cardiff Survey Transport Assessments received through the Development Control process; S106 Monitoring Requirements established through the Development Control process Infrastructure Plan

# Appendix 9: Monitoring Framework

OBJECTIVE 1 - TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB1 EC21	KP2, KP6, KP8, T4	<b>LOCAL</b> Delivery of a regional transport hub	A regional transport hub will be delivered by 2018	Failure to deliver a regional transport hub by 2018	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Cardiff Council Corporate Business Plan  Infrastructure Plan  Cardiff Local Transport Plan
OB1 EC22	KP2, KP6, KP8, T1-T9	<b>LOCAL</b> Delivery of new sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift	To prepare & implement a range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift and the delivery of the Masterplanning principles set out in the LDP	Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy/Transportation  Infrastructure Plan  Cardiff Local Transport Plan
OB1 EC23	R3	<b>LOCAL</b> Central Shopping Area Protected Frontages SPG		Failure to adopt SPG within 12 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 1 - TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB1 EC24	KP5	<b>LOCAL</b> Shop Fronts and Signs Guidance SPG		Failure to adopt SPG within 18 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB1 EC25	EC1, EC3	<b>LOCAL</b> Protection of Employment Land and Premises for Business, Industry and Warehousing SPG		Failure to adopt SPG within 18 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 S01	KP1	<b>CORE</b>	A minimum 5 year supply of land for residential development is maintained throughout the Plan period	Less than a 5 year supply of residential land is recorded for any year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	Council Housing Monitoring Survey

# Appendix 9: Monitoring Framework

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
		The housing land supply taken from the current Housing Land Availability Study (TAN1)			necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Joint Housing Land Availability Study
OB2 SO2	KP1	<b>CORE</b> The number of net general market dwellings built	Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below:  2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey  Joint Housing Land Availability Study
OB2 SO3	KP1, KP2, KP4, KP13, H3	<b>CORE</b> The number of net additional affordable dwellings built (TAN2)	Provide 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision).  Expected delivery rate to meet the target set out below:  2016: 735 2018: 1,207 2020: 1,224 2022: 1,191	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey  Joint Housing Land Availability Study

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO4	KP1	<b>CORE</b> Annual dwelling completions (all dwellings)	2024: 1,181 2026: 1,108  Provide 29,201 dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 3,230 2018: 5,303 2020: 5,377 2022: 5,233 2024: 5,191 2026: 4,866	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey  Joint Housing Land Availability Study
OB2 SO5	KP1	<b>LOCAL</b> Number of windfall units completed per annum on all sites	Annual target of overall anticipated windfall contributions for the remainder of the Plan period - 488 dwellings per annum	Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO6	KP3(B)	<b>LOCAL</b> Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies	Number of dwellings permitted that are not in accordance with KP3(B)	1 or more permission that does not satisfy LDP policies	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey

# Appendix 9: Monitoring Framework

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO7	H7	<b>LOCAL</b> Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation		Site is no longer categorised within Flood Risk Zone C2	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy CCC Housing Service
OB2 SO8	H7	<b>LOCAL</b> Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation	<ol style="list-style-type: none"> <li>1. Agree project management arrangements including reporting structure and representatives - July 15</li> <li>2. Agree methodology for undertaking site search and assessment – December 2015</li> <li>3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – Feb 2016</li> <li>4. Undertake a site search and assessment and secure approval of findings – Jul 2016</li> </ol>	Failure to achieve these targets	Yes	CCC Planning Policy CCC Housing Service

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
			<p>5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet the short term need for 43 pitches by May 2017</p> <p>6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet the long term need for 65 pitches by May 2021</p>			
OB2 SO9	H7	<b>LOCAL</b> Provision is made for meeting identified needs for transit Gypsy and Traveller accommodation	<p>1. Agree project management arrangements including reporting structure and representatives - July 2015</p> <p>2. Agree methodology for undertaking site search and assessment – December 2015</p> <p>3. Undertake Gypsy and Traveller</p>	Failure to achieve these targets	Yes	CCC Planning Policy CCC Housing Service

# Appendix 9: Monitoring Framework

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS							
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE	
			<p>Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – Feb 2016</p> <p>4. Undertake a site search and assessment and secure approval of findings – Jul 2016</p> <p>5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet short term – May 2017</p> <p>6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet long term need – May 2021</p>				

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO10	H7	<b>LOCAL</b> Total number of Gypsy and Traveller pitches for residential accommodation	Ensure the existing supply of pitches is maintained. (Should existing pitches be no longer available alternative pitches will be sought)	Any net loss of existing Gypsy and Traveller pitch provision	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy CCC Housing Service
OB2 SO11	KP2	<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	2,150 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates based on the JHLAS 2014 and developer intentions:  2016: 231 2018: 254 2020: 405 2022: 400 2024: 400 2026: 460	Failure to deliver the required number of dwellings for each 2 year period	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan	Council Housing Monitoring Survey

# Appendix 9: Monitoring Framework

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO12	KP2	<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road	500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 0 2018: 80 2020: 140 2022: 170 2024: 110 2026: 0	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO13	KP2	<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site C – North West Cardiff	5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO14	KP2	<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site D – North of Junction 33	2,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 110 2018: 240 2020: 300 2022: 400 2024: 450 2026: 500	Failure to deliver the required number of dwellings for each 2 year period	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan	Council Housing Monitoring Survey
OB2 SO15	KP2	<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site E – South of Creigiau	650 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 150 2018: 300 2020: 200	Failure to deliver the required number of dwellings for each 2 year period	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan	Council Housing Monitoring Survey

# Appendix 9: Monitoring Framework

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO16	KP2	<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau)	4,500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 180 2018: 1,197 2020: 808 2022: 808 2024: 808 2026: 699	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan	Council Housing Monitoring Survey
OB2 SO17	KP2	<b>LOCAL</b> Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	1,300 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 140 2018: 375 2020: 285 2022: 270 2024: 200 2026: 30	Failure to deliver the required number of dwellings for each 2 year period	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO18	KP2, KP13	<b>LOCAL</b> Annual affordable dwellings completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	414 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on the JHLAS 2014 and developer intentions:  2016: 0 2018: 100 2020: 105 2022: 68 2024: 68 2026: 69	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO19	KP2, KP13	<b>LOCAL</b> Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road	100 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 0 2018: 16 2020: 28 2022: 34 2024: 22 2026: 0	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey

# Appendix 9: Monitoring Framework

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO20	KP2, KP13	<b>LOCAL</b> Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff	1,500 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 41 2018: 187 2020: 318 2022: 318 2024: 318 2026: 318	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan	Council Housing Monitoring Survey
OB2 SO21	KP2, KP13	<b>LOCAL</b> Annual affordable dwelling completions of Strategic Housing Site D - North of Junction 33	603 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 100 2018: 100 2020: 100 2022: 100 2024: 100 2026: 103	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan	Council Housing Monitoring Survey

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO22	KP2, KP13	<b>LOCAL</b> Annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau	195 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 37 2018: 74 2020: 49 2022: 12 2024: 11  2026 - 11	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO23	KP2, KP13	<b>LOCAL</b> Annual affordable dwelling completions of Strategic Housing Site F - North East Cardiff (West of Pontprennau	1,050 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016 : 0 2018: 114 2020: 242 2022: 242 2024: 242	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan	Council Housing Monitoring Survey

# Appendix 9: Monitoring Framework

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO24	KP2, KP13	<b>LOCAL</b> Annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	2026: 210  390 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:  2016: 42 2018: 113 2020: 86 2022: 81 2024: 60 2026: 8	Failure to deliver the required number of dwellings for each 2 year period	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO25	KP13, H3	<b>LOCAL</b> Changes in market value of property in Cardiff on Greenfield and Brownfield areas	Provide 6,646 affordable units over the remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below:  2016: 1,408 2018: 1,408 2020: 1,408 2022: 1,408 2024: 1,410	An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	HM Land Registry House Price Index RICS Building Cost Information Service (BICS) Tender Prices Development Appraisal Toolkit

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS							
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE	
			2026: 1,410				
OB2 SO26	KP1	<b>LOCAL</b> Need for release of additional housing land identified in the flexibility allowance	To ensure sufficient land is brought forward for development in accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS.	Build rates exceed the anticipated number of completions as set out in indicator OB2 SO4 by the 1st Plan review i.e. more than 13,910 dwellings completed between 2014 - 2020	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey	
OB2 SO27	KP13, H3	<b>LOCAL</b> Affordable Housing SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy	
OB2 SO28	H5	<b>LOCAL</b> Houses in Multiple Occupation SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy	
OB2 SO29	KP7	<b>LOCAL</b> Planning Obligations SPG incorporating Developer contributions for transport facilities and relevant sections from <ul style="list-style-type: none"> <li>Affordable housing</li> </ul>		Failure to adopt SPG within 12 months of Plan adoption	No	CCC Planning Policy	

# Appendix 9: Monitoring Framework

OBJECTIVE 2 - TO RESPOND TO EVIDENCED SOCIAL NEEDS							
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE	
		Access, circulation and parking requirements Open Space Schools Public art PROW Community Facilities Trees and Development Waste Collection and Storage Facilities Biodiversity					
OB2 SO30	C1	<b>LOCAL</b> Community Facilities and Residential Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy	
OB2 SO31	C1	<b>LOCAL</b> Childcare Facilities SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy	
OB2 SO32	C6	<b>LOCAL</b> Health SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy	
OB2 SO33	H8	<b>LOCAL</b> Gypsy and Traveller Sites SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy	

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB3 EN1	KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN14	<b>CORE</b> Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C1 floodplain areas not meeting all TAN 15 tests	No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests	1 application permitted for development in any 1 year that does not meet TAN 15 tests	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN2	KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN14	<b>CORE</b> Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C2 floodplain areas.	No permissions granted for highly vulnerable development in C2 floodplain area.	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN3	KP15, KP16, KP18, EN4, EN10 EN11 & EN14	<b>LOCAL</b> Percentage of water bodies of good status.	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN4	KP15, KP16, KP18, EN4,	<b>LOCAL</b>	No planning consents granted planning permission contrary to the advice of Natural	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and	CCC Planning Policy

# Appendix 9: Monitoring Framework

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
	EN10 EN11 & EN14	Number of permissions granted where there is a known risk of deterioration in status.	Resources Wales and/or Dŵr Cymru (Welsh Water)		consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN5	KP15, KP16, KP18, EN4, EN10 EN11 & EN14	<b>LOCAL</b> Number of permissions incorporating measures designed to improve water quality where appropriate.	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN6	KP18, EN11, EN14	<b>LOCAL</b> Number of planning permissions granted contrary to the advice of the Water supplier concerning adequate levels of water quality and quantity and waste water provision	No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN7	KP3(A), EN1	<b>LOCAL</b> The number of inappropriate developments permitted within the Green Wedge that do not satisfy LDP policies	No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB3 EN8	EN3	<b>LOCAL</b> The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN9	EN8	<b>LOCAL</b> Ancient Semi-Natural Woodland	No inappropriate development granted planning permission contrary to Policy EN8	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN10	EN1-EN8	<b>LOCAL</b> The number of planning permissions granted on SSSI or SINC designated areas.	No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or SINC that does not satisfy LDP policies	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN11	EN1-EN8	<b>LOCAL</b> Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site	Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies	1 application permitted contrary to the advice of NRW or the authority's ecologist	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

# Appendix 9: Monitoring Framework

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE							
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE	
OB3 EN12	EN1-EN8	<b>LOCAL</b> Number of planning applications granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute	No application granted permission that would result in detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute	1 application permitted contrary to the advice of NRW or the authority's ecologist	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy	
OB3 EN13	KP16, KP18, C5	<b>LOCAL</b> Achievement of functional open space requirement across Cardiff as set out in Policy C5	2.43 Ha functional open space per 1,000 population	Less than 2.43 Ha functional open space per 1,000 population	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy	
OB3 EN14	EN13	<b>LOCAL</b> Number of Air Quality Management Areas	No more than 4 current AQMA in action	One or more additional AQMA	No	Environmental Protection Monitoring	
OB3 EN15	C4 & C5	<b>LOCAL</b> Open Space SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy	

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB3 EN16	T1	<b>LOCAL</b> Public Rights of Way and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB3 EN17	EN8	<b>LOCAL</b> Trees and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB3 EN18	EN5, EN6, EN7	<b>LOCAL</b> Biodiversity SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN19	EN14	<b>LOCAL</b> Flooding SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN20	KP16, EN3-EN8	<b>LOCAL</b> Natural Heritage Network SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN21	KP17, EN9	<b>LOCAL</b> Archaeologically Sensitive Areas SPG		Failure to adopt SPG within 18 months of adoption of the Plan.	No	CCC Planning Policy

# Appendix 9: Monitoring Framework

OBJECTIVE 4 - TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB4 SN1	EN12	<b>LOCAL</b> The number and capacity of renewable energy developments permitted	An increase in the number of renewable energy schemes permitted	No increase in the number of renewable energy schemes permitted for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN2	KP12, W2	<b>LOCAL</b> Maintain a sufficient amount of land and facilities to cater for Cardiff's waste capacity	Maintain a sufficient capacity to cater for Cardiff's waste (to be confirmed at a regional level in accordance with TAN21)	No trigger	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Waste Management Section
OB4 SN3	KP12, W1, W2	<b>LOCAL</b> Amount of household waste recycled	Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025  Maximum level of energy from waste = 42% by 2016, 36% by 2020 and 30% by 2025.	Minimum Overall Recycling - Less than 58% by 2016, 64% by 2020 and 70% by 2025, Maximum Landfill = n/a by 2016, less than 10% by 2020 and 5% by 2025  Maximum level of energy from waste = less than 42% by 2016, 36% by 2020 and 30% by 2025.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Waste Management Section

OBJECTIVE 4 - TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB4 SN4			Biodegradable landfill allowance = 41,692t by 2016, 33,557t by 2020 and n/a by 2025.	Biodegradable landfill allowance = less than 41,692t by 2016, 33,557t by 2020 and n/a by 2025.		
OB4 SN4	KP12, W1, W2	<b>LOCAL</b> Applications received for waste management uses on B2 sites	Maintain a sufficient range and choice of waste management facilities	1 or more applications refused in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN5	KP11, M7	<b>LOCAL</b> Maintain a minimum 10 year landbank of crushed rock reserves	10 year supply	Less than 10 year supply	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	SWRAWP Annual Reports
OB4 SN6	KP11, M6	<b>LOCAL</b> Amount of development within Sand Wharf Protection Area	No permanent development which would prejudice the ability to land marine dredged sand and gravel will be permitted within the safeguarded sand wharfs which is contrary to Policy M6.	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

# Appendix 9: Monitoring Framework

OBJECTIVE 4 - TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB4 SN7	KP11, M7	<b>LOCAL</b> Amount of development permitted within a mineral safeguarding area.	No permanent sterilising development as defined in MPPW/MTAN1 will be permitted within a Mineral safeguarding area which is contrary to Policy M7 of the Plan.	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN8	M2	<b>LOCAL</b> Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2	0 planning permissions permitted	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN9	M4	<b>LOCAL</b> Number of planning permissions for inappropriate development e.g. dwellings/mineral working, permitted in Minerals Buffer Zones contrary to Policy M4.	1 planning permission permitted	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN10	M3	<b>LOCAL</b> Number of prohibition orders issued on dormant sites	Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders	LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	CCC Planning Policy

OBJECTIVE 4 - TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB4 SN11	KP17, EN9	<b>LOCAL</b> Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors	guidance or whether the underlying reasons do not require changes to the Plan.  When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN12	KP1, KP2, KP4, KP8, KP13, H1-H6, C1-C7, T1-T9	<b>LOCAL</b> Delivery of each key principle from the Strategic Sites Masterplanning Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements	Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions)	1 (or more) key principles not delivered	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN13	KP6	<b>LOCAL</b>	Update the Infrastructure Plan and Infrastructure Report Delivery Report annually to reflect the	Failure to update the Infrastructure Plan and Infrastructure Report Delivery Report annually.	No	Place Making Team (Development Management)

# Appendix 9: Monitoring Framework

OBJECTIVE 4 - TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY							
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE	
OB4 SN14	T5	<p>Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.</p> <p><b>LOCAL</b> Design and Parking Guidance SPG (Incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)</p>	latest available information with regard to key infrastructure, costs/funding and estimated timescales.	Failure to adopt SPG within 6 months of adoption of the Plan	No	CCC Planning Policy	
OB4 SN15	W1, W2	<p><b>LOCAL</b> Locating Waste Management Facilities SPG</p>		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy	
OB4 SN16	KP5	<p><b>LOCAL</b> Infill Sites Design Guidance SPG</p>		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy	
OB4 SN17	KP5	<p><b>LOCAL</b> Tall Buildings Guidance SPG</p>		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy	

OBJECTIVE 4 - TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB4 SN18	KP5	<b>LOCAL</b> Householder Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN19	KP5	<b>LOCAL</b> Public Art SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN20	R8	<b>LOCAL</b> Food Drink and Leisure Uses + Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN21	W1, W2	<b>LOCAL</b> Waste Collection and Storage Facilities SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN22	H5	<b>LOCAL</b> Design Guidance and Standards for Flat Conversions SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy

# Appendix 9: Monitoring Framework

OBJECTIVE 4 - TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	RELEVANT LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB4 SN23	EN12	<b>LOCAL</b> Renewable Energy Assessments SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy

# Appendix 10: Summary of LDP process

# Appendix 10: Summary of LDP process

## Summary of LDP process including a glossary of technical terms

### Introduction

**A10.1** As Wales has a plan-led system, it means that the LDP will be very important when making planning decisions. It sets out the Council's proposals and policies for future development and use of land in its area. Once the plan has been adopted, decisions on planning permissions will be mostly based on the LDP. The LDP will therefore provide a measure of certainty about what kind of development will and will not be permitted during the plan period.

### Stage 1: Delivery Agreement

**A10.2** The Delivery Agreement sets out how and when you can contribute to the LDP preparation process. It has two parts:

- A timetable for producing the LDP; and
- A Community Involvement Scheme - this explains how developers, the public and interested groups can contribute to plan preparation. It also explains how responses will be treated and what feedback you will receive.

**A10.3** A revised version of the Delivery Agreement was agreed by the Welsh Government in December 2011 and can be viewed on the Council's website [www.cardiff.gov.uk](http://www.cardiff.gov.uk)

### Stage 2: Gathering evidence base

**A10.4** The LDP needs to be a sound document. This means that it *shows good judgement and can be trusted*. In order to achieve a sound plan, the Council has gathered economic, social and environmental information in order to provide an evidence base for the plan. The evidence base is set out in Appendix 13 and has informed the development of the vision and objectives for the plan and the Preferred Strategy.

### Stage 3: Preferred Strategy

**A10.5** The Preferred Strategy outlines the overall objectives for the plan and the strategy for growth or change, including preferred options for major development sites. The Preferred Strategy is informed by the evidence base for the plan and consultation undertaken in 2010/11 on the vision and objectives and strategic options and sites. The Council consulted on the Preferred Strategy in November/December 2012.

#### **Stage 4: Deposit plan**

**A10.6** The Deposit Plan (a full draft of the LDP) is based on the evidence base for the plan and is informed by comments received in response to the Preferred Strategy. This Deposit Plan presents the Preferred Strategy as agreed or amended, proposals for key areas of change, regeneration or protection and specific sites to be used for particular purposes and other specific policies and proposals. It is accompanied by a Consultation Report outlining how comments at the previous stage have influenced the plan. Once the LDP is placed on 'Deposit' for six weeks consultation the Council cannot change it. Any changes to the plan are a matter for an Independent Inspector who will examine the plan to determine whether it is 'sound'. A six week consultation period took place in October/November 2013 to allow comments to be made on the plan.

#### **Stage 5: Alternative Sites**

**A10.7** During the six week consultation period on the Deposit Plan objectors may suggest alternative sites or boundaries for development to be considered. After this consultation period the Council published alternative sites or boundaries that have been suggested and a further six week consultation period took place in February/March 2105 for people to comment on the alternative sites and boundaries.

#### **Stage 6: Examination of the plan**

**A10.8** Once the consultation periods are over, the Council will consider the representations and produce a final Consultation Report. Each of the main issues raised will be summarised in this report. Then the Planning Inspectorate (on behalf of the Welsh Government) will examine the report, all of the deposit representations, the Deposit Plan with its background evidence and the Sustainability Appraisal Report. The examination ensures that the LDP is based on 'sound' information and thinking, and that the views of those with concerns about the plan have been considered. The Inspector will decide what issues will be discussed at the examination and how they will be heard. The LDP was submitted for examination in August 2014.

#### **Stage 7: Inspector's Report**

**A10.9** After the examination, the Inspector will review all the relevant information and consider what changes the Council should make to the LDP. He or she will then publish the Inspector's Report outlining these changes and explaining the reasons for them. The Inspector's views are binding, the local planning authority must make any changes recommended.

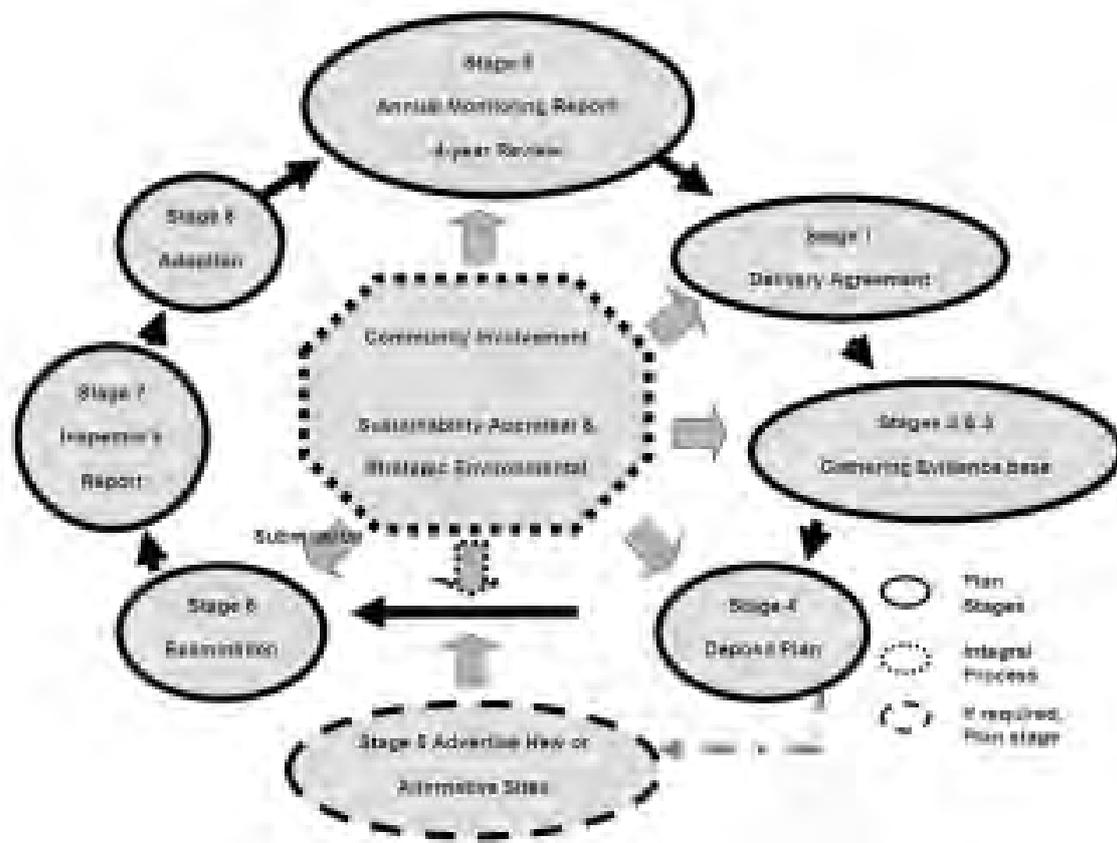
# Appendix 10: Summary of LDP process

## Stage 8: Adoption

**A10.10** Within eight weeks of receiving the Inspector's Report the Council must advertise the fact that the LDP has been adopted and where it can be inspected. From the date of adoption, the High Court allows six weeks for anyone to challenge it on legal grounds.

## Stage 9: Monitoring and review

**A10.11** Once the Local Development Plan is adopted, the Council must send an Annual Monitoring Report to the Welsh Government each year. This will consider how successful the LDP has been in meeting the plan's objectives and means that the Council will be able to compare the actual effects of the LDP against what was intended. There will be a major review of the LDP at least every four years. This may involve rewriting sections of the plan, or replacing it.



## **Glossary of Technical Terms**

### **Adopted Plan**

The final, statutorily approved legal version of the Local Development Plan.

### **Adoption**

The final confirmation of a development plan status by a local planning authority (LPA).

### **Affordable Housing**

Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

### **Annual Monitoring Report (AMR)**

A report submitted to the Welsh Government by the local planning authorities which assess the effectiveness of the LDP against a set of indicators and targets.

### **Air Quality Management Area (AQMA)**

The Environment Act 1995 requires local authorities to review and assess the quality of air in the areas against national air quality standards and objectives. Where the UK air quality objectives are not being met and members of the public are affected they are required to declare an AQMA.

### **Baseline**

A description of the present state of the area against which to measure change.

### **Biodiversity**

A term used to describe the variety of life on Earth, including the wide variety of ecosystems and living organisms, animals, plants, their habitats and their genes

### **Brownfield Land/Site**

Land which is, or was, previously occupied by a permanent structure (excluding agriculture or forestry buildings) and associated fixed surface infrastructure. This includes the curtilage of development, defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made.

# Appendix 10: Summary of LDP process

## **Candidate Sites**

The LDP Manual (Welsh Government 2006) recommends that local planning authorities engage with developers and landowners at the evidence gathering stage of the LDP process to obtain information about potential development sites that may be included in the plan. Accordingly, in November 2010, the Council formally invited developers, landowners, agents, Council departments and others with an interest in land to submit sites they wished to be considered for development or reuse through the LDP, for a range of uses, including housing, employment, retail, leisure, waste, transport (e.g. park and ride sites), open space and other community uses.

## **Citizens Panel**

The Citizens Panel is made up of a representative sample of over 1,000 local residents from across Cardiff who have agreed to give their views on a number of consultation topics throughout the year. Panel members share their views by completing surveys and occasionally taking part in other activities like focus groups, workshops, or forums.

## **Climate Change**

Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.

## **Commitments (or committed development)**

All land with current planning permission or allocated in adopted development plans for development (particularly residential development).

## **Community**

People living in a defined geographical area, or who share common interests.

## **Community Involvement Scheme (CIS)**

The CIS identifies how the LPA intends to involve consultation bodies and the public in the preparation of the LDP. The CIS is submitted to the Welsh Government as part of the Delivery Agreement for its agreement.

## **Community Infrastructure Levy (CIL)**

CIL is a method of securing generalised contributions from developers. The Government legislated for CIL in the 2008 Planning Act. Implementing Regulations followed, and CIL came into force in England and Wales on 6 April 2010.

## **Community Strategy**

Local authorities are required by the Local Government Act 2000 to prepare these, with the aim of improving the social, environmental and economic well being of their areas.

## **Consultation**

Formal process where comments are invited on a particular topic or set of topics, or a draft document.

## **Conservation Area**

Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

## **Conservation Area Character Appraisal**

A published document defining the special architectural or historic interest that warranted the area being designated.

## **Conversions**

Generally means the physical work necessary to change of use of a building from a particular use, classified in the use classes order, to another use. Can also mean the sub-division of residential properties into self-contained flats or maisonettes.

## **Delivery Agreement**

A document comprising the local planning authorities timetable for the preparation of the LDP together with its Community Involvement Scheme, submitted to the Welsh Government for agreement.

## **Deposit**

A formal stage of consultation in which comments are invited on the full draft LDP.

## **Deposit LDP**

A full draft of the Local Development Plan which undergoes a formal consultation period.

## **Development**

Development, as it is defined in planning law is the 'carrying out of building, engineering, mining or other operations in, on, over or under land.' (Section 55 of the 1990 Planning Act as amended).

## Appendix 10: Summary of LDP process

### **Employment Land/Site**

Land used for employment purposes by one or more of the following: offices, manufacturing, research and development, storage and distribution.

### **Enterprise Zones**

A specially designated area within which businesses are granted numerous advantages and incentives such as income tax credits, equipment tax refunds and property tax credits. At its core, the enterprise zone is a means to targeting a specific geographical area for economic revitalisation. Creating an enterprise zone encourages investment and promotes economic growth in that area.

### **Evidence Base**

The information and data gathered by the LPA to justify the "soundness" of the policy approach set out in the Local Development Plan, including physical, economic, and social characteristics of an area.

### **Examination**

Examination is carried out by the Planning Inspectorate on behalf of the Welsh Government and involves the examination of the report, all the deposit representations, the Deposit Local Development Plan with its background evidence and the Sustainability Appraisal Report. It ensures that the LDP is based on sound information and thinking, and that the views of those with concerns about the plan have been considered.

### **Expressions of Interest**

Representations or comments on the development plan, including requests for alteration, inclusion or removal of policies or sites for development.

### **Final Sustainability Report**

A term used to refer to the Sustainability Appraisal Report, produced at the deposit stage. It shows how SA/SEA has informed the preparation of the LDP and details the methodology, process and results of the LDP against the Sustainability Objectives identified in the SA/SEA Scoping Report.

### **Greenfield Land/Site**

Land that has not been previously developed, usually farmland, grassland or heath.

### **Gross Value Added (GVA)**

This is a measure in economics of the value of goods and services produced in an area, industry or sector of an economy.

### **Habitat Regulation Assessment (HRA)**

A HRA is a requirement of European Directive 92/43/EEC which assesses the potential effects a Local Development Plan may have on one or more European sites (Natura 2000 sites). The assessment should conclude whether or not a proposal or policy in a Development Plan would adversely affect the integrity of the site in question.

### **Housing Land Availability (HLA)**

The total amount of land reserved for residential use awaiting development.

### **Infrastructure**

Infrastructure includes services such as roads, transport facilities, water supplies, sewerage and associated waste water treatment facilities, waste management facilities, energy supplies (electricity and gas) and distribution networks and telecommunications infrastructure. Soft infrastructure includes ICT and telecommunications.

### **Initial Sustainability Appraisal Report**

A term used to refer to the Sustainability Appraisal Report, produced at the Preferred Strategy stage. This assesses the LDP options against the Sustainability Appraisal framework. The report is then expanded at the Deposit LDP stage and finalised alongside the Adoption Statement.

### **Inspector's Report**

The findings of the Inspector, following an independent examination of the LDP, set out in a report that is binding upon the LPA.

### **Key Diagram**

The diagrammatic interpretation of the LDP's spatial strategy.

### **LANDMAP**

LANDMAP is the national information system, devised by the Countryside Council for Wales, for taking landscape into account in decision-making (<http://landmap.ccw.gov.uk/>).

### **Listed Building**

A building of special architectural or historic interest. Listed buildings are graded I, II\* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures.

## Appendix 10: Summary of LDP process

### **Local Development Plan (LDP)**

The required statutory development plan for each local planning authority area in Wales under Part 6 of the Planning and Compulsory Purchase Act 2004. A land use plan that is subject to independent examination, which will form the statutory development plan for a local authority area. It should include a vision, strategy, area wide policies for development types, land allocations, and where necessary policies and proposals for key areas of change and protection.

### **Local Development Plans Wales (LDPW)**

Planning policy guidance document from the Welsh Government on the preparation of Local Development Plans.

### **Local Listing (or Building of Local Importance).**

A locally important building valued for contribution to local scene or for local historical situations but not meriting listed building status.

### **Local Nature Reserve (LNR)**

Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

### **Local Planning Authority (LPA)**

A planning authority responsible for the preparation of the LDP.

### **Master Planning**

In land-use planning, a government entity's plan for the overall utilisation of a particular area, including its allocation for residential or manufacturing uses and the corresponding environmental impacts.

### **Minerals Aggregates Technical Advice Note (MTAN1)**

This was issued by the Welsh Government in March 2004. MTAN1 and sets an overarching objective which seeks to ensure a sustainably managed supply of aggregates (which are essential for construction), striking the best between environmental, economic and social costs.

### **Mitigation**

Measures to avoid, reduce or offset significant adverse effects.

**Mixed Use**

Developments or proposals comprising more than one land use type on a single site.

**National Vocational Qualifications (NVQs)**

NVQs are work based awards that are achieved through assessment and training.

**Objectives and Indicators**

Objectives are what the LDP is trying to achieve, and indicators are measures that show whether or not objectives are being achieved. They can be used to help show whether planning policy is effective, or be used in helping to conduct a Sustainability Appraisal.

**Office of National Statistics (ONS)**

The **ONS** is the executive office of the UK Statistics Authority, a nonministerial department which reports directly to the Parliament of the United Kingdom.

**Open Space**

All space of public value including public landscaped areas, playing fields, parks and play areas, and also including areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.

**Participation Phase**

Period prior to the pre-deposit Local Development Plan when stakeholders and the public will have the opportunity to influence the issues, options and policies for future growth and development to be included.

**Phasing**

The development of a site in gradual stages over a period of time rather than all at once.

**Planning Gain**

The benefits or safeguards, often for community benefit, secured by way of a planning obligation as part of a planning approval and usually provided at the developer's expense. For example, affordable housing, community facilities or mitigation measures.

## Appendix 10: Summary of LDP process

### **Planning Obligations and Agreements**

Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.

### **Planning Policy Wales (PPW)**

Issued by the Welsh Government setting out its national land use policies on different areas of planning.

### **Population Projection**

The prediction of future populations based on the present age-sex structure, and with the present rates of fertility, mortality and migration.

### **Pre Deposit proposals documents**

These include the vision, strategic options, preferred strategy, key policies, and the Sustainability Appraisal report

### **Pre deposit stage**

The strategic Options and Preferred Strategy stage of LDP preparation.

### **Proposals Map**

A component of the Local Development Plan showing the location of proposals on an Ordnance Survey base map.

### **Prosiect Gwyrdd**

Prosiect Gwyrdd is a partnership between, Caerphilly Borough County Council, The County Council of the City and County of Cardiff, Monmouthshire County Council, Newport Council and Vale of Glamorgan Council. The combined municipal waste of the five authorities makes up 40% of the total municipal waste of Wales. Prosiect Gwyrdd is committed to looking for the best environmental, cost effective and practical solution for waste after recycling and composting has been maximised in each area (<http://www.caerphilly.gov.uk/prosiectgwyrdd/english/home.html>).

### **Protected Species**

Plants and animal species afforded protection under certain Acts and Regulations.

## **Ramsar Sites**

Sites designated under the Ramsar Convention to protect wetlands that are of international importance, particularly as waterfowl habitats.

## **The Regional Technical Statement (RTS)**

The RTS is produced by the South Wales Regional Aggregates Working Party and sets out a regional plan for aggregate provision in south Wales and is a requirement of the Minerals Aggregates Technical Advice Note (MTAN1).

## **Regional Transport Plan (RTP)**

Regional Transport Plan prepared by Sewta

## **Representations**

Comments in support of, or in opposition, to the deposit Local Development Plan.

## **United Kingdom Biodiversity Action Plan (UKBAP)**

This is the governmental response to the Convention on Biological Diversity signed in 1992. As of 2009 1,150 species and 65 habitats are identified as needing conservation and greater protection and are covered by UK BAPs.

## **Unitary Development Plan (UDP)**

A plan prepared under the previous plan making system which reached Deposit stage in Cardiff.

## **Scheduled Ancient Monument**

Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

## **Scoping SA**

The process of deciding the scope and level of detail of a Sustainability Appraisal, including sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA Report.

## Appendix 10: Summary of LDP process

### **Section 106 Agreement**

A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

### **South Wales Regional Aggregates Working Party (RAWP)**

The SWRAWP is a technical working group with membership drawn from officers of the 18 Mineral Planning Authorities in South Wales, representatives of the Quarry Products Association, British Aggregates Association, Environment Agency Wales, Countryside Council for Wales, Welsh Assembly Government, Office of the Deputy Prime Minister, Cuddy Demolition, Welsh Environment Trust and British Geological Survey (<http://www.swrawpwales.org.uk/>).

### **South East Wales Economic Forum (SEWEF)**

The Forum is a regional partnership bringing together the ten local authorities, the Welsh Government, the private sector, universities and the third sector to discuss and address the regional economic matters of south east Wales (<http://www.sewales-econforum.co.uk/home>).

### **South East Wales Strategic Planning Group (SEWSPG)**

Membership of the group comprises officer and political representation from the ten local authorities in the South East Wales area. The principal aim of the Group is to meet to discuss regional issues and provide an interface between the Wales Spatial Plan strategy and individual authority development plans.

### **South East Wales Transport Alliance (Sewta)**

Sewta is a consortium established on 1st April 2003 by the ten authorities in south east Wales to carry out their functions in relation to public transport and some other transport matters. Sewta works in close liaison with partners representing public transport operators and users (<http://sewta.net/>).

### **Sites of Importance for Nature Conservation (SINC)**

Locally important sites of nature conservation adopted by local authorities for planning purposes. (See also Local Nature Reserve).

### **Site of Special Scientific Interest (SSSI)**

A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features.

### **Soundness**

To be considered sound, a Local Development Plan must be justified (founded on robust and credible evidence and be the most appropriate strategy) and effective (deliverable, flexible and able to be monitored). There are ten tests of soundness set out in guidance issued by the Welsh Government and the Planning Inspectorate against which the LDP will be assessed.

### **Special Area of Conservation (SAC)**

A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.

### **Special Protection Areas (SPA)**

Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

### **Stakeholders**

Interests directly affected by the LDP (and/ or SEA) - involvement generally through representative bodies.

### **Strategic Environmental Assessment (SEA)**

Generic term used to describe environmental assessment as applied to policies, plans and programmes. The SEA Regulations require a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use.

### **Strategic Opportunity Area (SOA)**

Strategic Opportunity Areas (SOAs) offers potential regional benefits from its sustainable development. SOAs are intended to bring greater coherence to their development, and enable public transport links to be strengthened.

### **Submission**

Formal stage when the LDP is submitted to the Welsh Government for independent examination by a government-appointed planning inspector.

# Appendix 10: Summary of LDP process

## **Supplementary Planning Guidance (SPG)**

Supplementary Planning Guidance may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan.

## **Sustainability Appraisal (SA)**

A tool for appraising policies and proposals to ensure they reflect sustainability development objects (i.e. social, environmental and economic factors). Each LPA is required by S62(6) of the Act to undertake an SA of the LDP. This form of SA fully incorporates the requirements of the SEA Directive. The term used in the LDP includes Strategic Environmental Assessment, unless otherwise made clear.

## **Sustainable Development**

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

## **Sustainable Transport**

Often meaning walking, cycling and public use of transport (and in some circumstances 'car sharing'), which is considered to be less damaging to the environment and contributes less to traffic congestion than one-person car journeys.

## **Technical Advice Notes (TANS)**

Documents produced by the Welsh Assembly Government to supplement Planning Policy Wales, which give detailed technical guidance to Local Planning Authorities on particular planning issues. They should be taken into account by LPAs in the development plan preparation process.

## **Transport Corridor**

An area of land in which at least one main line for transport, (road, rail, canal etc.) has been built. Often new transport lines are built alongside existing ones to minimise the area affected by pollution.

## **Transport Hub**

A place where passengers and cargo are exchanged between vehicles or between transport modes. Public Transport Hubs include train stations, rapid transit stations, bus stops, tram stop, airports and ferry slips.

**Travel Plan**

A travel plan is a package of actions designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans can improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment

**Wales Spatial Plan (WSP)**

A plan prepared and approved by the Welsh Government under S60 of the Act, which sets out a strategic framework to guide future development and policy interventions, whether or not these relate to formal land use planning control. Under S62 (5) (b) of the Act a local planning authority must have regard to the WSP in preparing an LDP.

**Welsh Index of Multiple Deprivation (WIMD)**

The official measure of deprivation in small areas in Wales. It is a relative measure of concentrations of deprivation at the small area level. It looks at issues such as income, housing, employment, access to services, health, environment, education and community safety.

**Windfall Site**

A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context.

## Appendix 10: Summary of LDP process

# Appendix 11: Tests of Soundness Self-Assessment

## Appendix 11: Tests of Soundness Self-Assessment

**A11.1** When the Council has finalised its LDP, it must place it on deposit for public inspection and the submission of representations, and then submit it to the Welsh Government for examination by an independent inspector. The inspector appointed by the Welsh Government (WG) must determine whether the plan is fundamentally sound having regard to ten test of soundness set out in guidance issued by the Welsh Government and the Planning Inspectorate *A Guide to the Examination of Local Development Plans, Planning Inspectorate Wales, 2007*.

**A11.2** The following table sets out the ten tests of soundness and the Council's assessment of its progress to date in meeting each of them.

Procedural Tests		
P1	<b>It has been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme</b>	<p>The Delivery Agreement (DA) contains a timetable for LDP production and the Community Involvement Scheme (CIS) that sets out how and when stakeholders and the community can contribute to preparing the LDP and its Sustainability Appraisal (SA). Cardiff's DA was originally approved by Council on 23<sup>rd</sup> September 2010 and agreed with the WG on 15<sup>th</sup> October 2010. The DA is kept under continual review. On 5th December 2011 WG agreed amendments to the timetable for preparing and adopting the plan. Consulting on the Deposit Plan in October 2013 fully accords with the adopted timetable. Additionally, it should be noted that the procedural requirements of the Town and Country Planning (Local Development Plan) (Wales) Regulations have been conformed with in preparing the plan.</p> <p>In accordance with the DA, the Council engaged with a wide range of groups, organisations and the wider public to assist developing a consensus on the generation of alternative strategies and options together with identifying key issues. Specific measures undertaken included:</p> <ul style="list-style-type: none"> <li>• Invitation to submit Candidate Sites - December 2010: Invitations were sent out inviting developers, landowners and others with an interest in land to submit sites they wished to be considered for development or reuse through the LDP. In addition a notice was placed in the South Wales Echo and placed on the Council website;</li> <li>• Consultation on SA/SEA Scoping Report - November/December 2011;</li> <li>• Consultation on vision and objectives – November/December 2010: In order to inform the preparation of LDP vision and objectives an extensive consultation and engagement exercise was carried out. This included: <ul style="list-style-type: none"> <li>• A Stakeholder Consultee Conference which was held on 25<sup>th</sup> November 2010;</li> <li>• 4 Public Consultee Conferences held at venues around the city;</li> <li>• Questionnaire contained in the November Capital Times;</li> <li>• Questionnaire available on-line via the Council's website;</li> </ul> </li> </ul>

## Procedural Tests

		<ul style="list-style-type: none"> <li>● 'Ask Cardiff' random postal questionnaire to 5,000 households;</li> <li>● Citizens' Panel questionnaire to 1,000 households; and</li> <li>● E-mail responses to website and other publicity.</li> </ul> <ul style="list-style-type: none"> <li>● Consultation on strategic options and sites – May/June 2011: In order to inform the preparation of the Preferred Strategy a consultation exercise on strategic options and sites was undertaken between 9<sup>th</sup> May and 10<sup>th</sup> June 2011. During this period members of the public and stakeholders were asked to give views on a series of strategic growth options for housing and employment and on candidate sites that had been put forward by developers and landowners to deliver this growth. The consultation included: <ul style="list-style-type: none"> <li>● Stakeholder Consultee Conference which was held on 16<sup>th</sup> May 2011;</li> <li>● 13 Public Consultee Conferences held at venues around the city;</li> <li>● Publicity in Capital Times;</li> <li>● Representation form available on-line via the Council's website;</li> <li>● Citizens' Panel questionnaire to 1,000 households; and</li> <li>● E-mail responses to website and other publicity.</li> </ul> </li> </ul> <p>Consultation on the Preferred Strategy – November/December 2012. In accordance with Regulation 15 of the Local Development Plan Regulations the Council undertook 6 weeks consultation on the Preferred Strategy and the Initial Sustainability Appraisal between 1<sup>st</sup> November and 14<sup>th</sup> December 2012. During this period members of the public and stakeholders were asked to give views on how the Preferred Strategy proposed to address the key environmental, economic and social issues affecting the city and how development needs will be met including the proposed broad locations of new housing, employment and other strategic requirements.</p> <ul style="list-style-type: none"> <li>● A Stakeholder Consultee Conference which was held on 2<sup>nd</sup> November 2012: <ul style="list-style-type: none"> <li>● 4 Public Consultee Conferences held at venues around the city;</li> <li>● 14 drop-in exhibitions at venues throughout the city;</li> <li>● Publicity in Capital Times;</li> <li>● Representation form available on-line via the Council's website;</li> <li>● Citizens' Panel questionnaire to 1,000 households; and</li> <li>● E-mail responses to website and other publicity.</li> </ul> </li> <li>● Consultation on Masterplanning principles – March 2013. A series of consultation events were held during March 2013 to seek feedback from stakeholders, developers and members of the public on the LDP Masterplanning Approach.</li> </ul>
--	--	--

# Appendix 11: Tests of Soundness Self-Assessment

Procedural Tests		
		<ul style="list-style-type: none"> <li>Engagement with key stakeholders through the preparation of various local and regional strategies – ongoing;</li> <li>Deposit Plan consultation arrangements: When the Deposit Plan is issued, extensive consultation arrangements have been put in place including the facility for on-line representations using the Objective Publishing system, public exhibitions, centre-page insert into, 'The Capital Times' that is delivered to every house in Cardiff, production of a user-friendly leaflet that provides a non-technical summary of the LDP and how to make representations, and relevant documents will be made available via the website.</li> </ul>
P2	<b>The Plan and its policies have been subjected to Sustainability Appraisal including Strategic Environmental Assessment</b>	<p>Following stakeholder engagement and consultation, a Scoping Report for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Cardiff LDP was adopted by the Council's Executive and published in January 2011. An Initial Sustainability Appraisal Report was prepared in October 2012 to accompany the Preferred Strategy Consultation and assessed the Preferred Strategy against the Sustainability Objectives identified in the SA/SEA Scoping Report.</p> <p>A Full Sustainability Appraisal Report has been prepared and published for consultation as part of the Council's Deposit proposals. It sets out an assessment of the Deposit Plan against the Sustainability Objectives identified in the SA/SEA Scoping Report.</p> <p>The SA/SEA work has been undertaken in-house using its Sustainable Development Unit and employed Levett-Therivel Sustainability Consultants to quality assure the work undertaken (process and content), and provide advice at key stages including how to comply with the strategic Environmental Assessment Regulations.</p>

Consistency Tests		
C1	<b>It is a land use plan which has regard to other relevant plans, policies and strategies relating to the area or adjoining areas</b>	<p>The Deposit Plan has regard to other relevant plans, policies and strategies. Section 2 of the Plan specifically identifies the national, regional and local policy framework within which it has been prepared.</p> <p>The Deposit Plan also has regard to the plans of adjoining authorities, namely the adopted Newport and Vale of Glamorgan Unitary Development Plan and adopted Caerphilly and Rhondda Cynon Taff Local Development Plan.</p> <p>Technical Appendix 1 of the SA/SEA Scoping Report includes a review of plans, policies and programmes from all levels of government (European, national, regional and local) that have been considered in undertaking SA/SEA of the Preferred Strategy. The Deposit Plan Strategy identifies and takes account of those aspects that are of significance.</p>

Consistency Tests		
		<p>The Deposit Plan has regard to national policy set out in the Wales Spatial Plan which places Cardiff at the centre of the South East - 'Capital Network' - area of Wales. In this regard the plan recognises that it is important for Wales as a whole that Cardiff becomes significant internationally and that, to achieve this, the City needs to be the focal point of a coherent and successful urban network in South East Wales. In order to ensure the region functions in this way the Plan recognises that it is important to provide an integrated transport solution for the region linked to an appropriate balance of development throughout the region.</p>
C2	<b>It has regard to national policy</b>	<p>The Deposit Plan is consistent with national planning policy. Section 2 of the Preferred Strategy identifies the main elements of national policy which the Council has had regard to in its preparation.</p> <p>Technical Appendix 1 of the SA/ SEA Scoping Report includes a review of all national plans, policies and programmes that have been considered in undertaking SA/SEA of the Plan.</p> <p>The Deposit Plan takes account of those aspects of national policy that are of significance.</p>
C3	<b>It has regard to the Wales Spatial Plan</b>	<p>The Deposit Plan is considered to be consistent with the Wales Spatial Plan. Section 2 of the LDP directly references People Places Futures: The Wales Spatial Plan.</p> <p>The Deposit Plan reflects the Spatial Plan's vision, strategy, propositions and actions for Cardiff and the South East Wales Area (The Capital Network).</p> <p>The level of growth in jobs and housing proposed in the plan together with transportation improvements will help deliver the Spatial Plan's vision to place Cardiff at the centre of the South East - 'Capital Network' - area of Wales, helping to spread prosperity within the area and benefiting other parts of Wales.</p>
C4	<b>It has regard to the Community Strategy</b>	<p>The Deposit Plan has full regard to the Council's Community Strategy. Section 3 (Vision and Objectives) of the Plan directly references the 'What Matters' Strategy 2010-2020', and Section 3 and the Plan builds upon it. In particular, the Preferred Strategy vision is based on the economic, social and environmental vision for Cardiff as set in the Strategy. These high level visions have been translated into spatial priorities to deliver the vision and provide the context for the strategic objectives and sub objectives that lie at the heart of the plan. The Deposit Plan sets out the means of delivering these objectives.</p>

# Appendix 11: Tests of Soundness Self-Assessment

Coherence and Effectiveness Tests		
CE1	<p><b>The plan sets out a coherent strategy from which its policies and allocations clearly flow and, where cross boundary issues are relevant, it is compatible with the development plans prepared by neighbouring authorities</b></p>	<p>Section 4 of the Deposit Plan sets out a coherent Strategy which flows from the key issues identified through the review of the national, regional and local policy framework, including the Wales Spatial Plan and the Community Strategy, and the evidence base.</p> <p>The strategy takes into account work undertaken at the regional level with neighbouring local authorities on spatial plan area groups and studies. This includes, the recommendations of the Collaborative working Group, the Regional Waste Plan and Regional Transport Plan. This process ensures that cross boundary issues for the Deposit Plan Strategy are consistent with the development plans prepared by neighbouring authorities.</p> <p>In particular, the overall Strategy and level of growth proposed is considered to strike the right balance having regard to the evidence base and also taking account of Cardiff's wider regional responsibilities in adopting an approach that still allows other authorities to fulfil their objectives, and those set out in the Wales Spatial Plan.</p>
CE2	<p><b>The strategy, policies and allocations are realistic and appropriate having considered the relevant alternatives and are founded on a robust and credible evidence base</b></p>	<p>The Deposit Plan is considered realistic and appropriate having considered all reasonable alternatives (in accordance with the SEA Regulations). A multitude of options and alternatives have been considered as part of the SA/SEA process.</p> <p>The Deposit Plan is founded on a robust and credible evidence base and draws upon the available evidence base, including the national regional and local policy context. The key Issues section of the Deposit Plan sets out the assumptions and background to which the Plan's policies and proposals are based. The Deposit Plan is supported by evidence from the evidence base and background technical papers</p> <p>Technical Appendix 2 of the SA/SEA Scoping Report also includes a review of the evidence base that has been considered in undertaking the SA/SEA of the Deposit Plan.</p> <p>The preparation process has also been participative, with the views of key stakeholders being tested through a series of consultation events and the Council's Citizens Panel.</p> <p>The extensive process of collecting relevant evidence has demonstrated that it is not always possible to reach absolute consensus on all issues and in some cases, different evidence sources may point to different conclusions. However, the Deposit Plan has taken full account of all relevant information available and where judgements have been made, full reasoning is set out within the document and supporting information to demonstrate how conclusions are realistic and appropriate having regard to the evidence base.</p>
CE3	<p><b>There are clear mechanisms for</b></p>	<p>The Annual Monitoring Report is the principle mechanism through which the implementation of policies in the LDP are measured. The general approach to this is set out in Appendix 8 to the Deposit Plan.</p>

## Coherence and Effectiveness Tests

	implementation and monitoring	
CE4	<b>It is reasonably flexible to enable it to deal with changing circumstances</b>	<p>The Deposit Plan has been specifically designed to provide a flexible policy framework. It is considered sufficiently flexible to deal with unexpected changes in circumstances and has been prepared during a period that has seen economic changes, thereby allowing consideration of the flexibility of the policy response.</p> <p>Finally, the AMR provides a key mechanism to monitor the delivery of the LDP. This will be used to assess whether a review is necessary in case of a change in circumstances.</p>

# Appendix 11: Tests of Soundness Self-Assessment

# Appendix 12: List of Supporting Documents

## Appendix 12: List of Supporting Documents

### Background Technical Papers and Assessments

1. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 1 Population and Housing – September 2013
2. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 2 Urban Capacity Study – September 2013
3. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 3 Green Belt – September 2013
4. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 4 Economic – September 2013
5. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 5 Transportation – September 2013
6. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 6 Infrastructure Plan – September 2013
7. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 7 District and Local Centres
8. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 8 City Centre Protected Shopping Frontage Assessment – September 2013
9. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 9 Minerals – September 2013
10. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 10 Waste – September 2013
11. Cardiff Deposit Local Development Plan 2006-2026 Final Sustainability Report - September 2013
12. Cardiff Deposit Local Development Plan 2006-2026 Habitat Regulations Assessment Report – September 2013
13. Cardiff Deposit Local Development Plan 2006-2026 Health Impact Assessment Report – September 2013
14. Cardiff Deposit Local Development Plan 2006-2026 Equalities Impact Assessment Report – September 2013
15. Cardiff Deposit Local Development Plan 2006-2026 Initial Consultation Report – September 2013
16. Cardiff Deposit Local Development Plan 2006-2026 Masterplanning Framework – General Principles, Strategic Framework & Site Specific Frameworks for larger sites – September 2013
17. Cardiff Deposit Local Development Plan 2006-2026 Summary of cross boundary working – September 2013

### Evidence Base Studies

18. Edge Analytics Report on Population & Household Forecasts
19. Local housing Market Assessment

20. Affordable Housing Viability Assessment
21. Gypsy & Traveller Study Needs Assessment
22. Gypsy and Traveller Study Sites Assessment
23. Strategic Flood Consequences Assessment
24. Landscape Study Supporting Documents: Review of Landscape Character Areas (February 2008), Review of Special Landscape Areas (August 2008)
25. Renewable Energy Assessment

## Appendix 12: List of Supporting Documents

# Appendix 13: List of the Evidence Base

## Appendix 13: List of the Evidence Base

Topic	Title	Author	Date
<b>Housing and Population</b>	Cardiff Gypsy & Traveller Accommodation Assessment	ORS	Apr-13
	Cardiff Gypsy, Traveller and Travelling Showpeople Sites Study	Peter Brett Associates	Jul-13
	Affordable Housing Viability Study	Peter Brett Associates	Aug-13
	Cardiff Local Development Plan Population and Household Projections Phase 1 Report	Edge Analytics	Mar-11
	Cardiff Local Development Plan Population and Household Projections Phase 2 Report	Edge Analytics	Jun-11
	Cardiff Population and Household Forecasts – Updating the Evidence	Edge Analytics	Jun-13
	Cardiff Housing Monitoring Schedule	CCC	Mar-13
	Local Housing Market Assessment Update	HDH Planning and Development	July -13
<b>Economy and Employment</b>	Cardiff Employment Land Study Stage 1: Supply Audit	DTZ	Apr-11
	Cardiff Employment Land Study Update Stage 2: Assessing Future Requirements	DTZ	Jun-11
	Strategic Area Appraisals	Savills	Jun-11
	Cardiff Employment Land and Commercial Property Strategy	GVA Grimley	Mar-09
	Business and Industrial Land bank Monitoring	CCC	Jul-11
	Business Class Office Development Monitoring	CCC	Jul-11
	Cardiff Employment Land and Property Study Stage 3: Gap Analysis	Hardisty Jones Associates	Apr-12
	Economic Bulletin Edition 18 Autumn 2010	CCC	Autumn 2010
	Monthly Unemployment Statistics	Cardiff Research Centre	Ongoing
<b>Retail</b>	District and Local Centre Floorspace Survey	Colliers	Sep-08
	Cardiff Out of Centre Retail Stores	CCC	Jan-11
	Retail Capacity Study	Colliers	Mar-09
	Retail Capacity Study Update Volume 1: Consultants Report	Colliers	Mar-11
<b>Biodiversity</b>	Cardiff Biological Database	CCC	Ongoing

Topic	Title	Author	Date
<b>Habitats Regulations Assessment</b>	Screening Report	CCC	Oct-12
<b>Landscape</b>	The Landscape Study of Cardiff 1999	CCC	1999
	The 2007 Landscape Study of Cardiff	CCC	2007
	The Review of Landscape Character Areas Study	CCC	2008
<b>Conservation and Design</b>	Conservation Area Appraisals	CCC	Ongoing
<b>Flooding and Flood Risk</b>	Cardiff Strategic Flood Consequences Assessment: Report on Phase 1 (Scoping Study)	Atkins	June-09
	Cardiff Strategic Flood Consequences Assessment: Phase 2 Part 1	Atkins	Nov-11
	Cardiff Strategic Flood Consequences Assessment: Phase 2 Part 2	Atkins	Jul-11
	Cardiff Strategic Flood Consequences Assessment: Phase 3	Atkins	Aug-12
	Cardiff Strategic Flood Consequences Assessment: - Addendum Report	Atkins	Oct-11
<b>Open Space</b>	Cardiff Open Space Survey 2009	CCC	Sept-09
	Cardiff Accessible Natural Greenspace Survey 2008	CCC	Mar-08
<b>Renewable Energy</b>	Renewable Energy Assessment	CCC	Aug 13
<b>Regional</b>	Strategic Planning for the Cardiff City Region	Roger Tym & Partners	Oct-11
	Report of Findings	Cardiff LDP Collaborative Working Group	Apr-12

## Appendix 13: List of the Evidence Base



## Appendix 14: Bibliography

• STEAM Report 2010	Cardiff Council
• Cardiff Annual Traffic Flow Surveys	Cardiff Council
• Cardiff Annual Patronage Surveys 2010	Cardiff Council
• Ask Cardiff Surveys: Between 2010 and 2012	Cardiff Council
• 'What Matters' The Ten Year Strategy (2010-2020)	Cardiff Council
• European Directive 2009/28/EC: The Promotion of the use of energy from renewable sources	EU
• Cardiff and Wales Crime 2009 - 2011	Home Office
• Employee Jobs Business Register and Employment Survey 2012	ONS
• ONS GVA Statistics 2011	ONS
• Claimant Count	ONS
• Population and Household growth estimates	ONS
• Guide to the Examination of Local Development Plans 2006	Planning Inspectorate
• Hotting Up? : An Analysis of Low Carbon Plans and Strategies for UK Cities 2011	RICS
• The South East Wales Regional Waste Plan, First Review (RWP) (2008)	South East Wales Regional Waste Group (SEWRWG)
• A Regional Transport Plan (RTP) (2010)	South East Wales Transport Alliance (SEWTA)
• The South Wales Regional Technical Statement for Aggregates (2008)	South Wales Regional Aggregates Working Party (SWRAWP)
• Annual Population Survey 2011	Welsh Government
• Local Development Plans Wales 2005	Welsh Government
• Local Development Plan Manual 2006	Welsh Government
• Planning Policy Wales (Edition 4) 2011	Welsh Government
• Mineral Planning Policy Wales 2011	Welsh Government
• People Places Futures: The Wales Spatial Plan 2008	Welsh Government
• Environment Strategy for Wales 2006	Welsh Government
• One Wales, One Planet 2009	Welsh Government
• Economic Renewal: A New Direction 2010	Welsh Government
• One Wales: Connecting the Nation – The Wales Transport Strategy 2008	Welsh Government
• National Transport Plan 2010	Welsh Government
• Minerals Technical Advice Note 1: Aggregates (MTAN1) 2004	Welsh Government

• Welsh Health Survey 2010	Welsh Government
• Circular 30/2007 – Planning for Gypsy and Traveller caravan sites	Welsh Government
• Welsh Index of Multiple Deprivation 2011	Welsh Government

## Appendix 14: Bibliography



Strategic Planning  
Cardiff Council  
County Hall  
Atlantic Wharf  
Cardiff  
CF10 4UW

